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PHYSICAL DESIGN RECOMMENDATIONS FOR ACHIEVING COMMUNITY SOCIAL GOALS

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PHYSICAL DESIGN RECOMMENDATIONS FOR ACHIEVING COMMUNITY SOCIAL GOALS

ARCATA, CALIFORNIA

Prepared for
THE CITY OF ARCATA, CALIFORNIA

By
SEDWAY/COOKE
Urban and Environmental
Planners and Designers

[Arcata, Dept of city planning]
city planning Arcata

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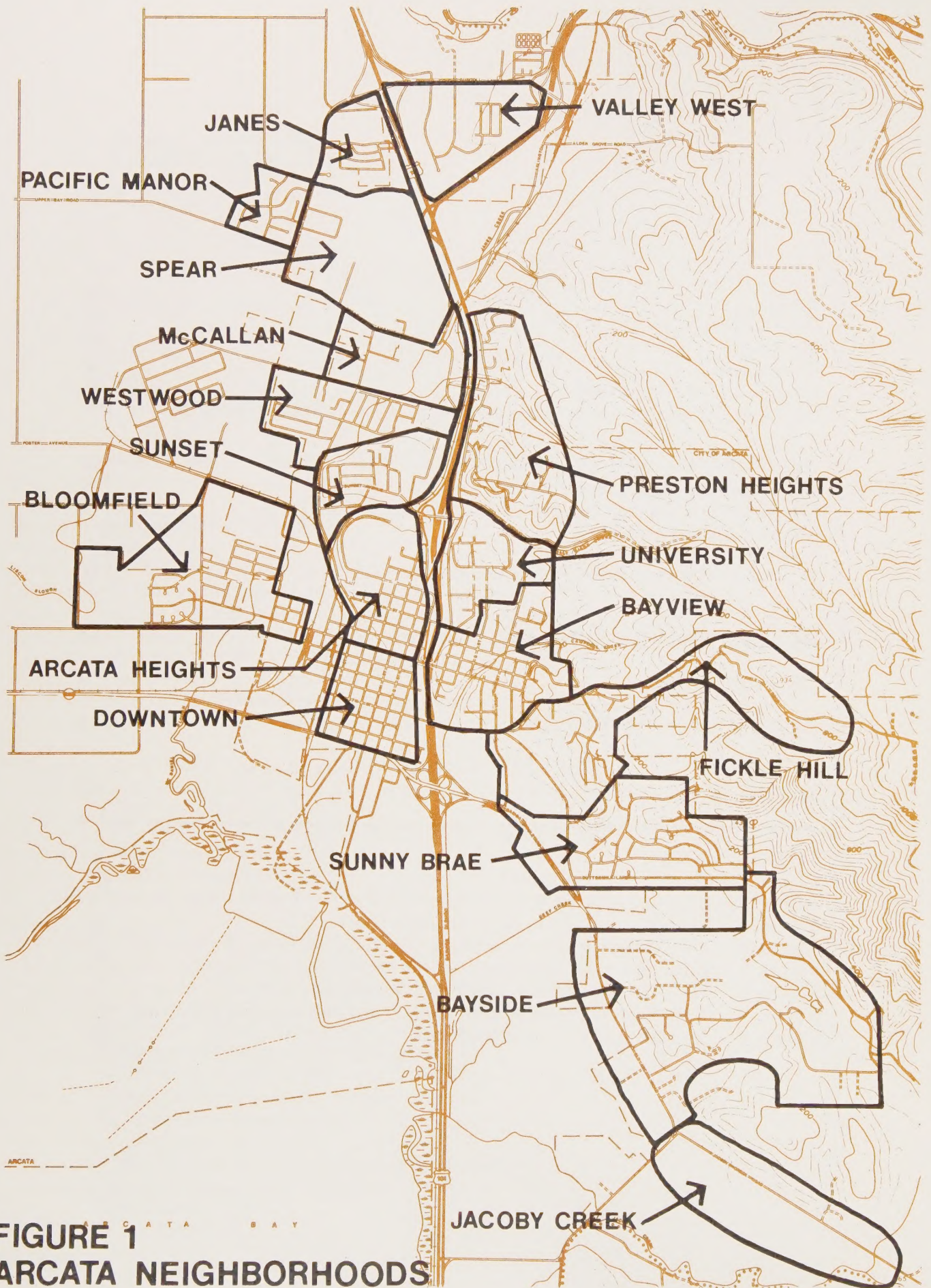


FIGURE 1
ARCATA NEIGHBORHOODS

INTRODUCTION

APPROACH

The policies and provisions set forth in this report are intended to serve as a portion of a social element to be added to the presently adopted general plan elements and to provide a basis for modifying city development regulations which govern planning and design of the physical environment. The primary purpose is to promote ways in which the planning and design of the physical environment can be compatible with and supportive of community social goals. The underlying premise is that as man manipulates the physical environment, he in turn is fundamentally influenced by it. The problem is that such manipulations often are not made with conscious social objectives in mind, nor are they made with an understanding of the possible social implications. This is especially true in private market decisions which tend to be highly individualized, profit motivated actions. For instance, the decision to develop a piece of land for housing is primarily a means of obtaining financial rewards and the social satisfaction of future residents is considered only to the extent to which it affects the marketability of the housing project. It becomes the community's role through its local government, and functions such as zoning and planning, to provide a broader frame of reference with which to judge the social ramifications of such development. Unfortunately, in many cases public sector actions are also undertaken without adequate clarification of the objectives to be achieved. The result is the creation of a man-made environment by both private and public sector actions, which is often unsatisfying and sometimes socially disruptive.

The approach taken has been to identify explicit or implied social goals which underlie present general plan policies and incorporate other social goals identified in subsequent community surveys undertaken in conjunction with this effort. Physical planning and design actions to

help achieve these goals are then described. Since the present state of knowledge as to the interaction of human behavior and the physical environment is at best very limited and tenuous, special effort has been made to document the assumed causal relationship between the physical planning and design recommendations and the social goals they are intended to serve in order. This helps avoid the problem created by most physical planning and design efforts which fail to articulate the assumed relationship and therefore make impossible judgements as to the success or failure of the recommendations. In the approach employed here, an integral part of the program is to provide for subsequent evaluation and determination of the productive, unproductive or even counterproductive effects of the recommended provisions.

The proposals deal with the following relationships: 1) the individual to both the small and large scale physical setting; 2) the relationship between individuals as influenced by either the small or large scale physical setting; and 3) the collective behavioral responses of groups of people to the physical setting. The major focus is on individual safety, livability or comfort, convenience (usually in terms of access, social interaction at both the neighborhood and community scale), identification and association with the community as both a social and physical entity, and appearance or aesthetics.

An important aspect of the approach taken has been to recognize and build upon the present physical conditions which are supportive of or integrally related to the community's social goals. Arcata is fortunate in that it has escaped the sterile social and physical homogeneity and absence of community identity which characterizes many American towns and cities.

The program is that it is not designed as a means to manipulate human behavior. Instead the intent is to avoid physical conditions which fail to meet people's basic needs, such as privacy, and to remove barriers which directly or indirectly inhibit positive social interaction. In other words, the intent is not to impose a specific life style or pattern but rather to provide residents with the freedom and opportunity to develop social patterns and lifestyles of their own choosing.

However, there may often be competing desires which must be recognized. For instance, the desire of one resident for small retail shops within convenient walking distance may conflict with another's wish to exclude such uses in or close to residential areas. In such a situation the conflict can be partially resolved either by insuring that the siting, design, and operation of the commercial

facility avoids or minimizes effects considered undesirable by some neighborhood residents, or by providing throughout the community different types of neighborhoods - some with and some without convenience retail facilities. In all cases the underlying principal is to expand rather than restrict opportunities and choice.

REPORT ORGANIZATION

This portion of the proposed social element is divided into four major parts. The first consists of identification of the social goals which are addressed in the following section. It should be noted that this section is not intended as a complete listing of community social goals but instead includes only those which relate in some manner or other to physical planning and design responses addressed in the subsequent section. Eventually these statements of social goals should be integrated with other non-physical related social goals identified in the companion study of social needs.

The next section sets forth specific policies, actions and criteria at three spatial scales (citywide, neighborhood, and site and building). Each proposal is described as follows: 1) recommended actions, 2) intent of recommendation; 3) relationship to existing conditions; and 4) further description of the recommendations. Figure 1 identifies neighborhoods which are addressed in the recommendations. Each proposal is cross-referenced back to the social goals that it is intended to promote. The intended is explained in sufficient detail to permit later evaluation of the effectiveness of the proposed action.

Two final sections deal with implementation actions to be considered and with methods for monitoring and reevaluating the program. Monitoring is considered to be an especially important aspect of the program since the causal link between many physical planning and environmental design actions and their results is often a hypothesized. Either inadequate knowledge of physiological and psychological effects of the physical environment or the unpredictability of these responses due to local conditions accounts for the lack of information.

COMMUNITY SOCIAL GOALS

Arrayed below are a series of social goals which are addressed in varying degrees by subsequent physical planning and design proposals. It is important to note that the term "social" is used broadly and encompasses such aspects as health, safety, cultural needs, physiological and psychological needs, social interaction, and aesthetic values; in brief, personal satisfaction with one's state and function in life.

These goals are general statements of values concerning a desirable state of affairs. They serve as a means of making explicit the intent which underlies both present general plan policies and the provisions set forth in this report, and in turn provide a basis for formulating, and subsequently evaluating, specific actions designed to promote these ends.

The goal statements have been derived from the existing general plan and supplemented by findings from the social needs analysis undertaken by Social and Environmental Research Associates as a separate part of the social element program. It has been necessary in many instances to interpret the social goals or objectives underlying the general plan policies since they are often stated as specific actions to be taken with the intent implied rather than explicitly stated. The social goals as described below do not necessarily parallel the organization of the general plan which is organized about five major areas of concern (urban development and community design, natural environment, economic environment, residential environment, and public facilities).^{*} For example, safety is dealt with in three separate general plan sections, but in a single category below.

Identified major social goals are listed below. The overriding concern of these goals is to promote the physical and psychological well-being of all Arcata residents.

A. PROVIDE FOR A HEALTHFUL ENVIRONMENT

B. PROVIDE FOR PERSONAL SAFETY

^{*} See previously submitted Memorandum No. 1: Identification of Social Concerns, and Memorandum No. 2: Social Aims and Related Policies and Actions for a fuller discussion of general plan derived social goals and objectives.

- C. PROVIDE RESIDENTS WITH AN ADEQUATE LIVELIHOOD
- D. PROVIDE FOR A SOCIALLY DIVERSE COMMUNITY
- E. PROMOTE POSITIVE COMMUNITY SOCIAL INTERACTION
- F. MAINTAIN A SENSE OF A SMALL SCALE COMMUNITY
- G. PROVIDE FOR IDENTIFICATION WITH NEIGHBORHOOD AND CITY
- H. PROVIDE FOR AN AESTHETICALLY PLEASING ENVIRONMENT
- I. MAINTAIN CONTINUITY WITH THE COMMUNITY'S PAST
- J. MAKE WISE USE OF NATURAL RESOURCES
- K. PROTECT PRIVATE AND COMMUNITY PROPERTY
- L. PROVIDE GOOD ACCESS TO NEEDED FACILITIES, SERVICES, AND PLACES OF EMPLOYMENT
- M. PROVIDE FOR RECREATION AND LEISURE NEEDS OF RESIDENTS OF ALL AGES
- N. PROVIDE FOR PRIVACY NEEDS OF INDIVIDUALS AND HOUSEHOLDS
- O. PROMOTE A SENSE OF COMMUNITY MEMBERSHIP AND PERSONAL WORTH

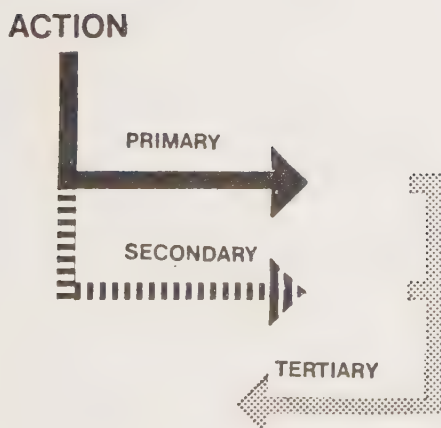
The listing of social goals are related to specific proposals in this report, a significant departure from conventional physical planning and design which often fails to consider the basic intent of recommended provisions. In the following section, each proposal is cross-referenced to the goal or goals it is intended to promote.

RECOMMENDATIONS

Provisions designed to promote the identified social goals are set forth below in four major sections. The first of these deals with aspects of citywide form and appearance. The second addresses needs at the neighborhood and district level. At this level the provisions encompass both needs specific to a particular neighborhood and those which are applicable to all neighborhoods. The third section establishes a series of development guidelines governing specific building and site design. The fourth and final section is quite different from the preceding sections. Rather than dealing directly with physical design and planning it addresses institutional arrangements which can bring residents together to deal effectively with issues of the physical environment and in turn promote underlying social needs.

The relationship between each recommendation and social goals is shown diagrammatically and supplemented with a discussion of the intended relationship. An example of the diagram is shown to the left. Three possible types of relationships exist: 1) primary, in which the recommendations serve as a direct means of achieving the goals; 2) secondary, in which the recommendations provide opportunities which indirectly help promote other goals; and 3) tertiary, in which the action may alter attitudes or values which in turn create a situation favorable for promotion of other desired goals. Related goals are identified by letter.

Since the recommended provisions respond either to specific problems or potentials which have been identified, the intent statement is followed by a description of applicable existing conditions. This provides the user of the report with the ability to better understand and apply the recommendations. Finally, specific provisions are outlined in text, diagram and map form.

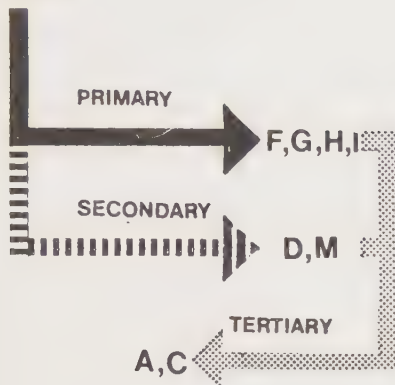


CITYWIDE FORM AND APPEARANCE

RETAIN DISTINCTION BETWEEN CITY AND COUNTRY

The high degree of distinction which now exists between city and countryside should be retained and enhanced.

ACTION



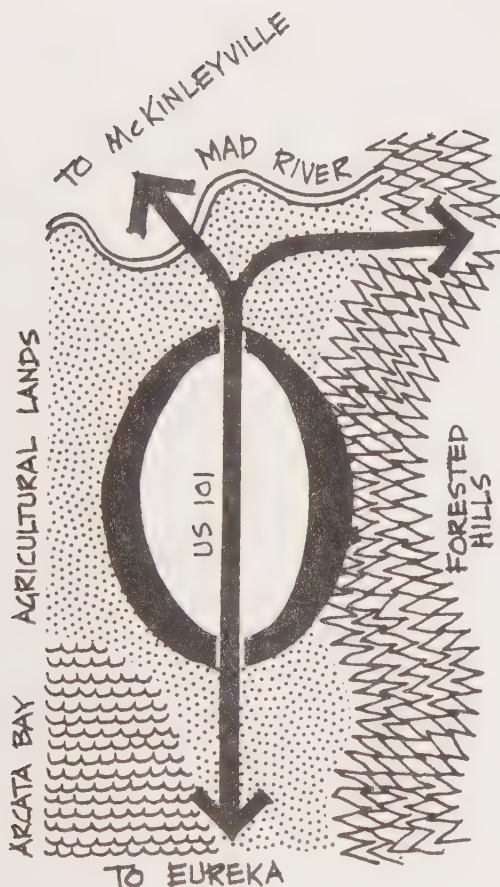
INTENT. Retention of a sharp visual and physical distinction between urban areas and countryside is seen as a major means of retaining the sense of small scale community, one which is distinct from other communities and within a broader open space setting. The setting serves to reinforce one's image of the town and its major neighborhoods and districts, and to provide for a positive identification with each. The already established physical form is an important associative tie to the city past. Retention of contributing features serves to maintain historic continuity at the city scale.

Aesthetic enjoyment is integrally tied to the above factors. The public's general rejection of sprawl, the attraction of the European and New England towns for the tourist, and the popularity as a photographic topic of the small town in an open space setting all attest to the general recognition of the aesthetic values associated with such a physical setting.

The retention and reinforcement of distinctive city and country settings indirectly serve to provide for a variety of housing environments and thus to attract a more socially diverse community. Opportunity for recreation and leisure pursuits is enhanced by maintaining proximity between housing areas and open spaces. It can be argued that mental well-being would be indirectly benefited by the strong physical form of the setting.

Finally, the locational decisions of many business firms are based, in part, on attractiveness of the community both as a place of residence for employees and as an appropriate setting for business facilities. To the extent to which there is a market for businesses which are not dependent on other location factors, Arcata might attract firms which would broaden employment opportunities for its residents.

EXISTING CONDITIONS. Sharp physical and visual separation from adjoining communities is provided by Arcata Bay and agricultural lands on the south, the Arcata Bottom agricultural lands on the west, forested hills to the east, and the Mad River and agricultural areas to the



north. The overall image produced when approaching Arcata along US 101 from either north or south is that of a self-contained community. The image is heightened in the southern approach due to contrast with the extensive strip commercial in Eureka which is experienced prior to the approach to Arcata. From the north, the bridge over the Mad River serves as an initial gateway to the city but the sharp distinction between city and countryside is partially broken by development in the vicinity of Guintoli Lane. Nevertheless, intervening agricultural lands provide a foreground across which one views the developed areas of the town. Topographically, landscape and architectural features heighten the contrast.

At the sub-city scale the Pacific Manor, Westwood, Valley West, Bloomfield, and to a lesser extent, Sunset neighborhoods take the form of satellite neighborhoods bordered by agricultural lands. The Sunny Brae neighborhood juxtaposes developed lands with agricultural areas along its south and west borders and forested hills to the north while Preston Heights is nestled among the forested hills. The compact, but low density housing contributes to the city-country contrast. The distinction is accentuated further in areas such as Valley West and Sunny Brae, where larger scale, multiple housing structures adjoin open lands.

Linear development form occurs in the Fickle Hills neighborhood, in Bayside extending out along Buttermilk Lane and Old Arcata Road, and in the Jacoby Creek area following Jacoby Creek Road. Downtown, Arcata Heights, Bayview and the University campus comprise a concentric form which is partially disrupted by the freeway.

PROVISIONS. Future development should retain the physical and visual separation of Arcata from urban uses in or adjoining Eureka and from the dispersed settlement pattern of McKinleyville. Additionally, the existing form of subareas of the city which accentuate the juxtaposition of town and country should be retained and reinforced.

LEGEND

-  CONCENTRIC FORM
-  SATELLITE
-  LINEAR

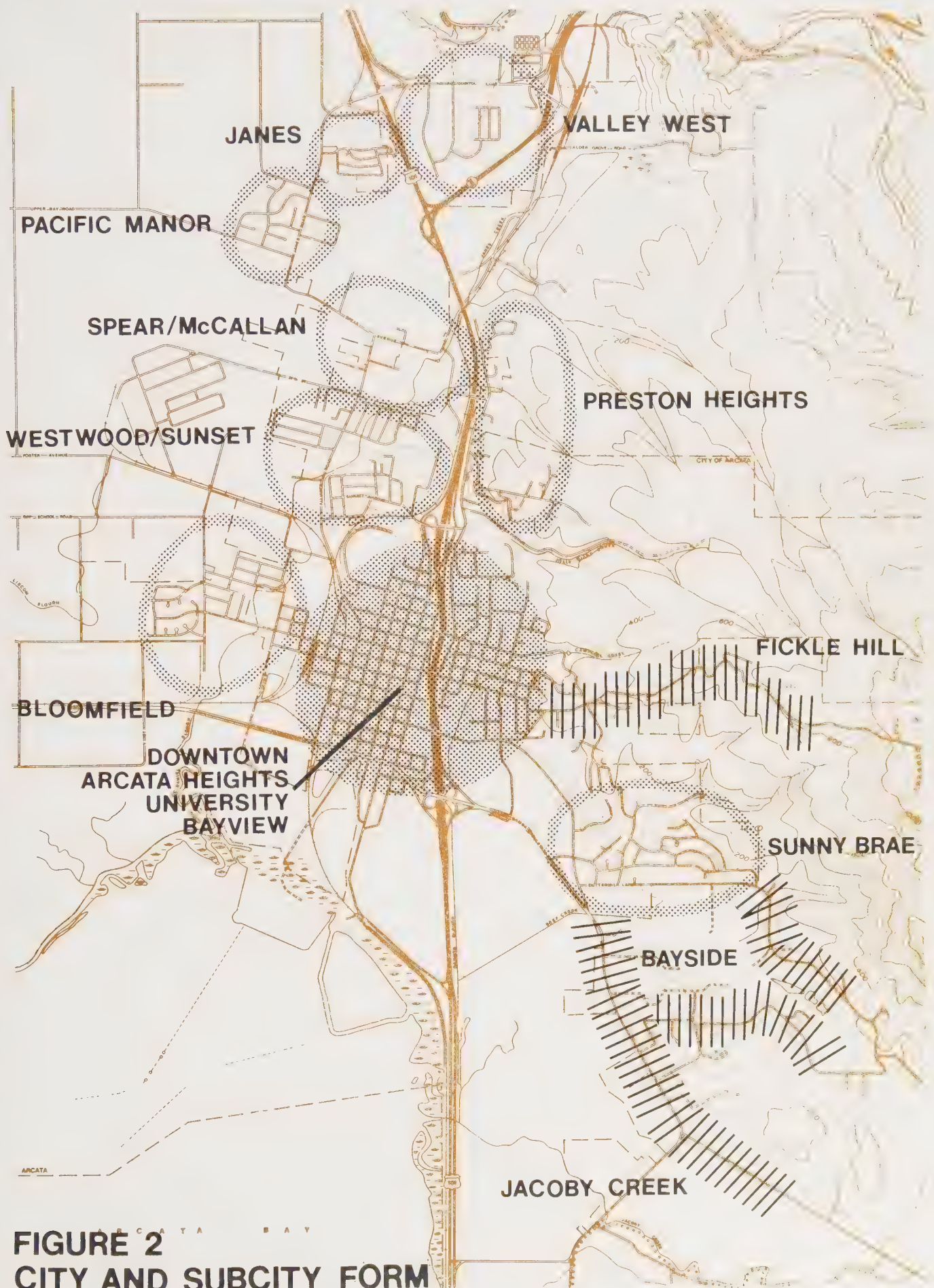


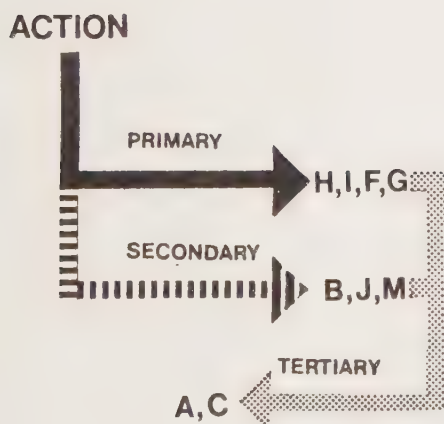
FIGURE 2
CITY AND SUBCITY FORM

The City of Arcata as shown in Figure 2 consists of three distinctive forms. The first of these is the older concentric form which dates back to the origin of the town and which has the Plaza as its focal point. The second is adjoining or outlying satellite neighborhoods encircled by either agricultural lands or forest. The third form is linear with housing units strung out along minor travel routes. Preservation of these forms will provide residents with a range of housing environments, will retain a sharp distinction between town and country, and will provide residents with an immediate relationship to natural areas.

Specific provisions contained in the section on neighborhood organization and design set forth the means of retaining these distinctive features. Many of the other recommendations on citywide form and appearance are complementary.

RETAIN NATURAL FEATURES

Natural features which reinforce the distinction between city and country and which establish visual and associative links to nature should be retained.



INTENT. The primary intent of this recommendation is similar and complementary to that of the preceding recommendation. One aspect which should be stressed further is the associative value of Arcata's natural features, since the city's history is so tied to the land and its use.

Secondary benefits include continued use of irreplaceable natural resources, and provision for recreation and leisure needs. It is worth noting the recreational advantages of having open natural landscape to roam in and manipulate and current efforts in recreation planning and design to find adequate substitutes for these opportunities in urban areas. An important secondary benefit is avoidance of natural hazards. Most of the areas shown for retention have some degree of hazard such as slope instability, flooding, and soil liquefaction.

It is assumed that one's state of mental well-being is fostered by aesthetic and leisure opportunities and that the quality of the environment will serve to attract a broader range of commercial and industrial firms to the community.

EXISTING CONDITIONS. The extensive agricultural lands and forested hill area provide an open space context which

distinguishes the city from neighboring communities and establishes a character which is rare for American cities (i.e. one where there still exists a sharp boundary between city and country). These features also serve to distinguish various subareas of the city and to provide an uncluttered foreground across which to view significant city features. Considered to be of special importance are the following:

- a. The agricultural lands, both to the west and east of the freeway, on the southern approach to the city prior to Samoa Road. Billboards beyond the city limits have already begun to destroy the visual values of this area.
- b. The hillside along the south edge of the Bayview neighborhood which helps define this neighborhood and accentuates the visual and associative role of the Graham House as a landmark of citywide significance.
- c. Open lands separating the Sunny Brae and Bayside areas.
- d. Agricultural lands in the vicinity of the intersection of US 101 and State Highway 299.
- e. Open lands from Mad River to Guintoli Lane.
- f. Agricultural lands adjoining the Pacific Manor, Westwood and Bloomfield neighborhoods.
- g. Hill forms and the cypress windrow of the Arcata Heights area which serve as major distinguishing features for the area west of the freeway, as a backdrop for the downtown, and as a separator of the Arcata Heights and Sunset neighborhoods.
- h. The low hill form and vegetation along the north and west edge of the Sunset neighborhood which serve to clearly separate this area from Westwood.
- i. The heavily forested hills along the city's eastern edge which act as a backdrop for views from the west and as a strong visual and physical eastern edge to the city.
- j. The small knoll and related trees adjoining the freeway south of Spear Avenue which, in conjunction with the hills to the east of the freeway, act as a visual gateway to the city.

- k. The grove of trees immediately adjoining the freeway on the west between 7th and 14th Streets which serves as a major landmark and indicator of approaching points of egress for motorists on US 101.
- l. Windrows in the Arcata Bottoms which act as reference points and visual relief from the topographical uniformity of the bottom lands.
- m. Jacoby Creek which lends visual interest to views of the city from the south and serves as a major visual and associative component linking the Bay, agricultural lands and forest lands.
- n. McDaniel Slough and Janes Creek, which though now obscured, offer great potential as a visual and open space link between major neighborhoods in west Arcata.

PROVISIONS. The counterpart to the man-built form discussed previously is Arcata's natural setting, including those parts which have been altered by man, such as agricultural areas. Natural features of significance at the city scale are described above under Existing Conditions and are shown in Figure 3. Comprising the larger open space context of the city are the agricultural lands on the south, west and north sides of the City, the forested hills and Arcata Bay. These are complemented by Mad River, Jacoby Creek, McDonald Slough and Janes Creek, the low hills immediately to the north of downtown, the bluff along the north of the Sunset area and the rolling hills of the Bayview area. Windrows planted to the west of the highway are also of citywide prominence.

Retention of all natural features designated under Existing Conditions and in Figure 3 is desirable.

LEGEND

	WINDROWS
	FORESTED HILLS
	OTHER SIGNIFICANT HILL FORMS
	AGRICULTURAL LANDS
	ARCATA BAY
	CREEKS

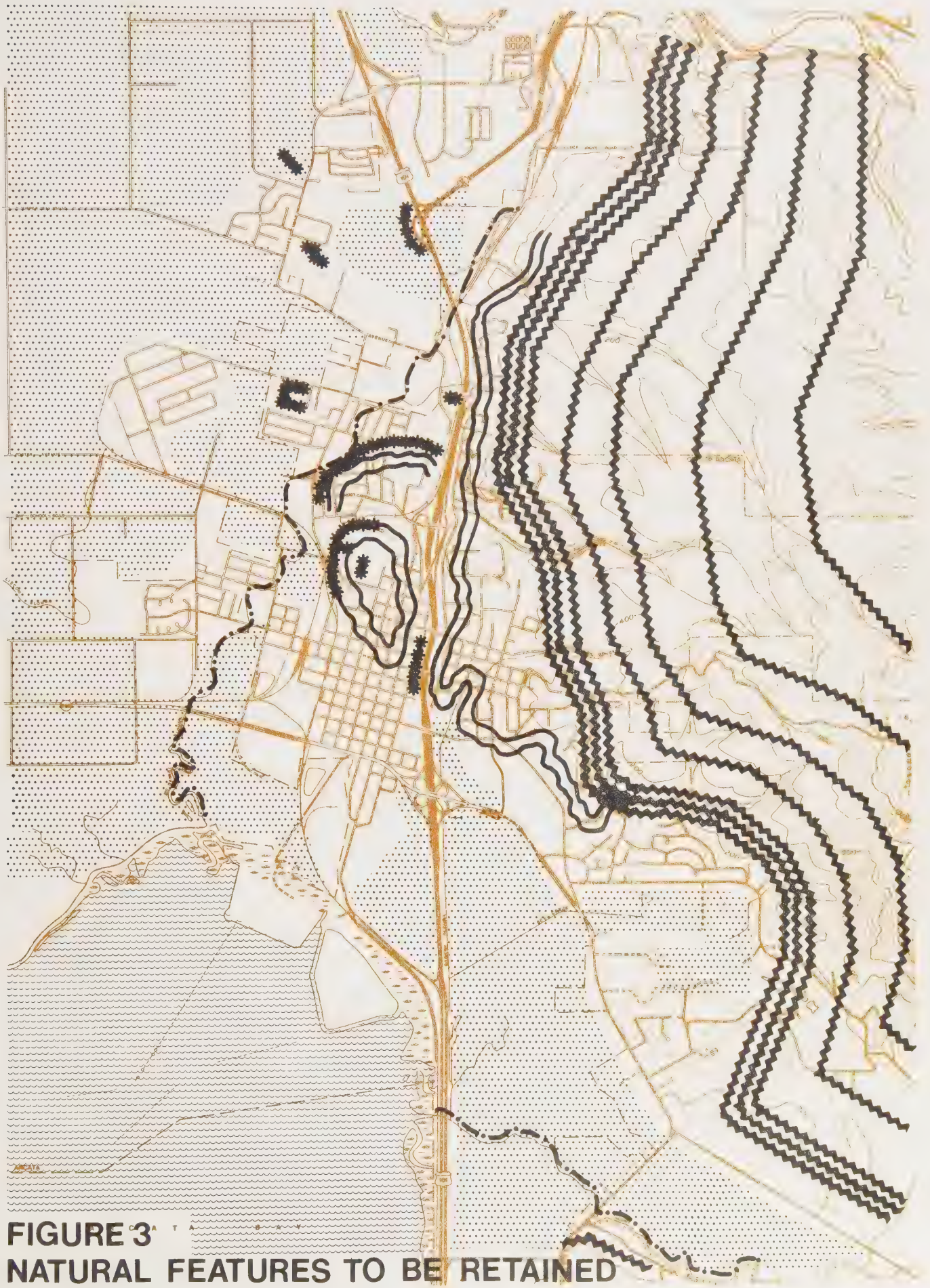
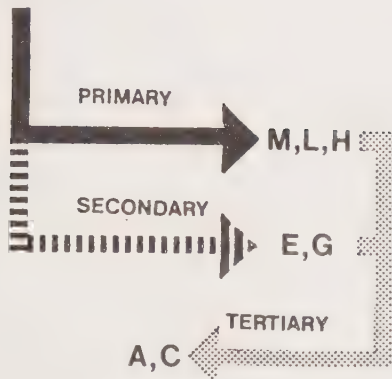


FIGURE 3
NATURAL FEATURES TO BE RETAINED

PROVIDE CITYWIDE NETWORK OF OPEN SPACE

Link neighborhoods, neighborhood and city serving commercial, educational and recreation facilities, and outlying open space by a network of open spaces.

ACTION



INTENT. The proposed system of open spaces is intended to serve a variety of functions, providing improved accommodations for pedestrians and bicyclists between major destinations, expanding the range and choice in recreation activities, and improving the aesthetics of the city and its neighborhoods by the contrast of natural materials with the built environment.

The physical linking of the various areas and facilities is intended to reinforce the legibility of the city and produce a positive association by residents with all parts of the community.

EXISTING CONDITIONS. The beginnings of a coherent citywide open space system already exist. Contributing elements include the high school area and adjoining park now under development, its athletic field, the adjoining play areas and ballfield of the Stewart School, the Sunset School to the north and its pedestrian link to the park along Stromberg Avenue, and the new pedestrian and bicycle connections to the University at 16th Street. Other potential components include Arcata Plaza, the Arcata Ballpark, other elementary school play areas and the Community Forest. Natural areas and features, notably McDaniel Slough and Janes Creek, vacant land along the Mad River and Arcata Bay and open space corridors paralleling Buttermilk Lane and Old Arcata Road provide additional opportunities. Other topographical features, such as the hill slopes along the northern edge of the Arcata Heights and Sunset neighborhoods and the swale following Campbell Creek offer more localized possibilities.

Within many neighborhoods expanded development permitted by the general plan presents opportunities to incorporate portions of the open space system into the design of the new areas. In the north and south portion of the city, however, the freeway serves as a barrier inhibiting continuation of the open space between areas to the east and west.

PROVISIONS. Major components in the proposed open space network are shown in Figure 4. Also shown is the relationship to major commercial, educational and recreational facilities which should be functionally and visually linked to this network. Separation from vehicular

movement should be provided to reduce safety problems and avoid exposure to vehicular noise. In some cases this will not be possible and it will be necessary to redesign street spaces to give equal and sometimes preferential treatment to pedestrian needs.

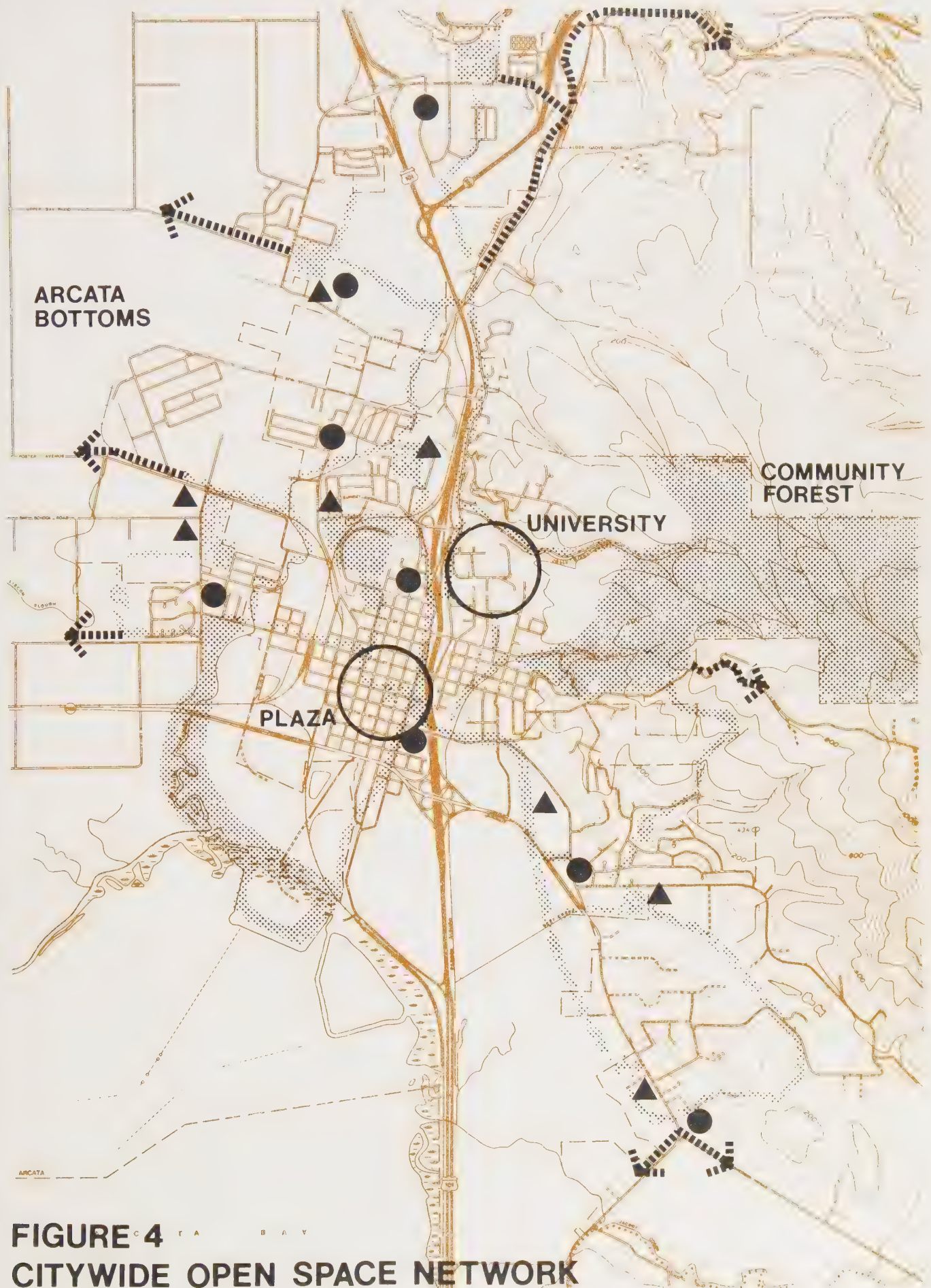
The open space network should incorporate a wide range of recreation accommodations, both passive and active, to meet the needs of all age groups, and to provide a diversity in character ranging from urban, hard surfaced areas to natural preserves. Starting from the north, major components in the network should include the following:

1. The proposed community park on the Mad River with a connecting link to existing Valley West linear open space and connecting links to the adjoining commercially designated area.
2. A link between Valley West and the Spear, Pacific Manor, and Janes neighborhoods via a grade separated crossing of US 299 and the present underpass of US 101 at Arlington Way. Either an overpass or underpass at US 299 would be acceptable but an underpass is preferable if ample space is provided to maintain an open appearance and visual continuity between open space areas on both sides of the highway.
3. Neighborhood serving facilities for the Janes, Pacific Manor and Spear area. These facilities would be complemented by existing Pacific Union school accommodations, both indoor and outdoor, and should relate to commercial facilities proposed later. This portion of the open space network would also tie in with Upper Bay Road which can serve as a bicycle route linking outlying recreation and open space areas such as the Mad River Beach.
4. Connecting open spaces along Janes Creek to be used in conjunction with future residential development of the McCallan area.
5. Connection between the McCallan and Westwood neighborhoods. Two alternative routes should be considered: a) to the east of Maple Lane or b) along Maple Lane. The route would connect with Stromberg Avenue and the existing neighborhood park. From this location the network would connect to the Sunset area via the existing stairway to the Sunset School and would also follow Janes Creek to link up with portions of the system west of Alliance Road.

6. The major concentration of recreation and educational facilities of Arcata Heights should be integrated with the Sunset area through use of either Jay Street or portions of the hill slope above the railroad right-of-way. Other connections would radiate out from this focal location, and would include the new pedestrian and bicycle crossing of the freeway at 17th Street and the route to downtown via F Street, use of J Street as an additional connection to the Plaza area, and an extension to the west along 17th Street to join open space lands along Janes Creek.
7. The general plan specified McDaniel Slough/Janes Creek linear park with a connecting link to the high school playfield area. Special provisions should also be made along 11th Street to relate the linear park with downtown. Consideration should be given to a possible linkage from the Bay to the Plaza area via G or F Streets.
8. Open space and recreation accommodations developed in conjunction with future residential extensions of the Bloomfield neighborhood.
9. The swale along Campbell Creek from 7th Street to the entrance of the Community Forest. A lateral connection to the University along A Street should be considered.
10. A pathway along Jolly Giant Creek connecting the University dormitory area and the Community Forest.
11. Trail and recreation facilities east of Buttermilk Lane with a connecting link through the Sunny Brae area to the Community Forest.
12. Trail to the west of Old Arcata Road with a connecting loop through the Bayside area and back to Sunny Brae.

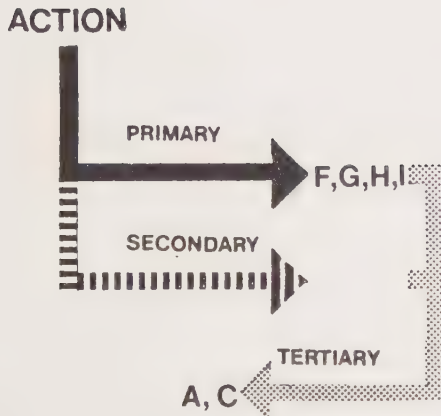
LEGEND

- | | |
|---|---|
|  | OPEN SPACE NETWORK |
|  | SCHOOLS |
|  | EXISTING OR PROPOSED COMMERCIAL CENTERS |
|  | LINKS TO ON ROAD BICYCLE ROUTES |



RETAIN CITYWIDE BUILDING SCALE VARIATIONS

Retain citywide variations in building scale which maintain distinctions among the city's neighborhoods and emphasize the downtown, older structures of design or historic interest, and major city functions such as the University and the forest product related industries.



INTENT. The basic hypothesis which underlies this recommendation is that man needs a physical environment that is legible; that is, an environment in which the parts can be recognized, organized into a coherent pattern, and easily remembered. In part, this is probably a psychological need for orientation and avoidance of stress associated with uncertainty. In part, it may be an aesthetic desire for a sense of some order and relationship among elements.

The provision of differences in building scale among major areas, in combination with the previous citywide recommendations, should help retain the appearance of a small scale community which is easily identified as separate from nearby communities, and in turn, will make its neighborhoods and districts readily discernible. The provisions are also designed to help maintain continuity with the community's past by recognizing and respecting the scale differences which have evolved over the years. These steps should contribute to the overall aesthetics of the area. Whether these changes contribute to an improved state of mental and physical well-being or serve as an important ingredient in location decisions is conjectural at this time.

EXISTING CONDITIONS. Present differences in building scale and related open space help to distinguish among the areas which comprise the city and also help to communicate understanding of the organization and function of the city. The importance of the University is expressed visually in the more massive and higher buildings which contrast with the prevailing domestic scale of the community. Similarly, the long, low profiles, accentuated by occasional vertical stacks of the structures accommodating forest-product related manufacturing provide variation in scale. Within the downtown, side-by-side commercial structures facing onto the plaza provide yet another form and scale which identify this area, although the prevailing one-story buildings tend to diminish this effect.

Residential areas present four major variations in building scale. The Pacific Manor, Westwood (with the exception of Humboldt Plaza and Westwood Garden

Apartments), Sunset, Bloomfield and Sunny Brae areas are comprised primarily of detached, single family homes on modest sized lots. These areas have in common level topography which has permitted use of uniform building types and siting. The result is a fine grained, low profile, yet compact development pattern. In a number of these areas exceptionally wide residential streets, usually devoid of major street landscaping, produce an openness which disrupts the overall pattern. In many of these areas minor variations in building type and scale are provided by scattered multi-family structures. For the most part these help break what might otherwise be a monotonous pattern while still maintaining the prevailing one and two story heights. Within Arcata Heights, portions of Bayview and the boundaries of the downtown, older two and three-story Victorian homes establish the prevailing scale. The heights, variety in design, and generally larger building sites contrast with the uniformity of the previously described tract developments.

A third distinctive building scale is introduced by multi-family development in the Valley West areas and western edges of the Fickle Hill and Sunny Brae areas. These developments provide for a differentiation in residential building scale, unusual for a community of Arcata's size. The difference in building type and scale is accentuated by the juxtaposition of structures and open lands.

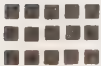
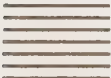
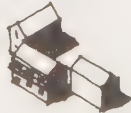
The fourth variation in residential building form occurs generally in the outlying areas, where the space between structures, rather than the structures themselves, is primarily responsible for the resulting scale. Within the hill area topographical constraints, combined with residents' desire for a country setting, has produced a more dispersed pattern than that of the flat lands. This effect is further enhanced by adjoining forest which partially screens residents from view, thereby producing an illusion of even greater spacing. In the level portions of Bayside and Jacoby Creek homes are widely spaced. This reflects the earlier rural origin of the area and the desire of present residents to maintain this lifestyle.

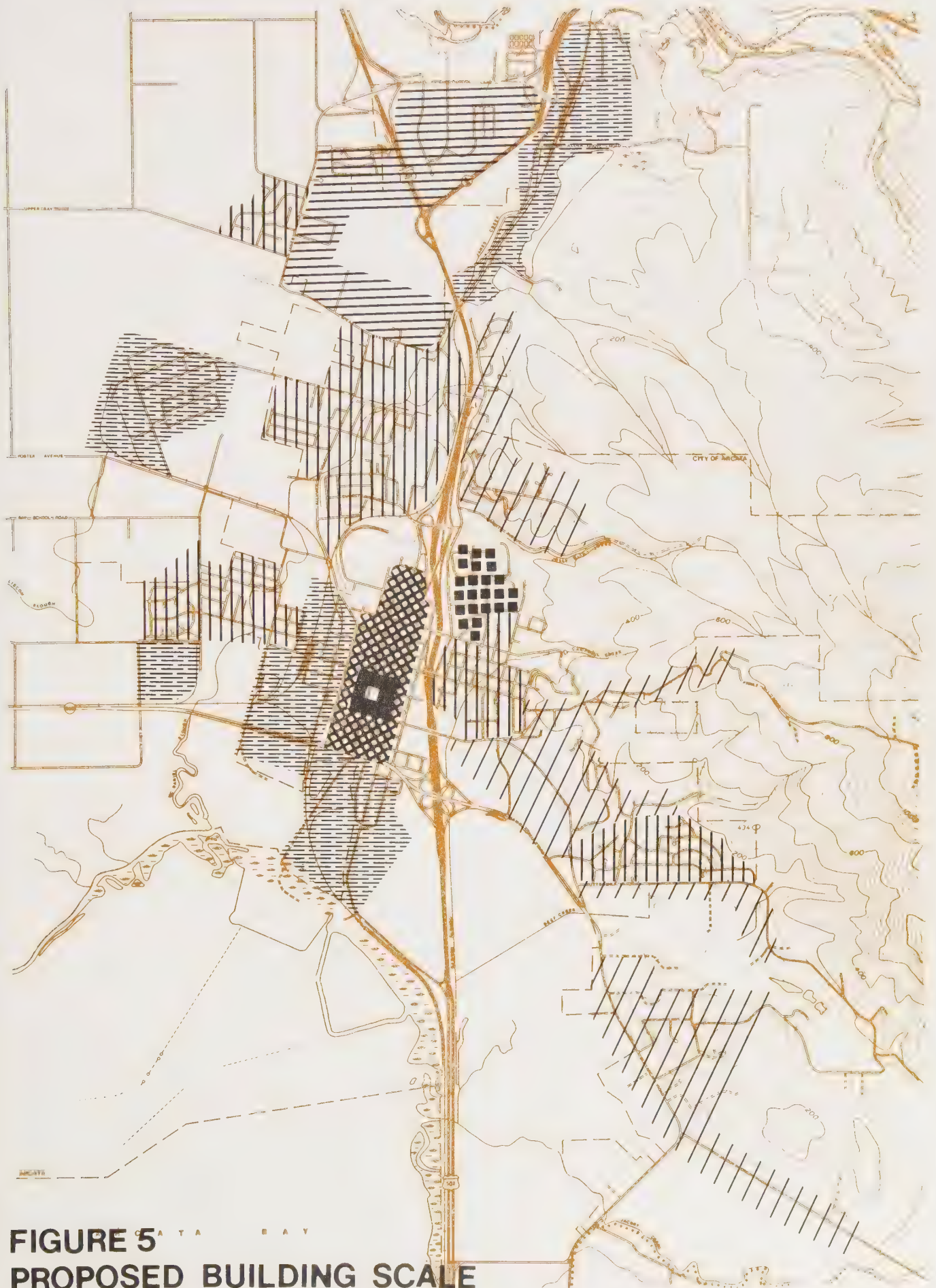
The overall result of these variations in building scale is a rich visual diversity, in contrast to the extensive look-a-like appearance of many American cities, combined with sufficient consistency within individual areas to avoid a cluttered, disorganized appearance.

PROVISIONS. The physical texture of the city is produced at one scale by the pattern of open and developed land. Within that pattern further differentiation is produced by variations in building types and their dimensions (i.e.,

height, width, and length) and the spacing between the structures. Building scale provisions are set forth in accompanying Figure 5 and its legend. These provisions recognize and reinforce the value of the existing pattern. However, within the residential portions allowances should be made for multiple structures which can approximate the prevailing scale of the area. Commercial facilities located within single-family detached areas should be permitted to take a form which distinguishes them from nearby residences, but with heights equivalent to those of the residences.

LEGEND

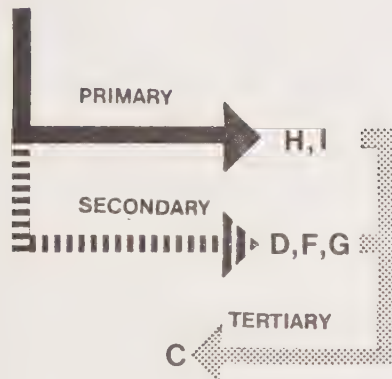
	BUILDING FORM	HEIGHT	SPACING BETWEEN STRUCTURES	SITE COVERAGE (APPROXIMATE)
		30-40	NONE	80%
		30-60	VARIABLE	20-30%
		20-30	VARIABLE	20-40%
		30-45	20-50	10-20%
		20-25	20-40	25-35%
		20-25	10-15	25-35%
		20-35	VARIABLE	5-10%



RETAIN HISTORIC AND CULTURAL LANDMARKS

Man-made elements which have historic or landmark significance at the city scale should be retained and their value enhanced by careful siting and design of new adjoining development.

ACTION



INTENT. The primary purpose of this recommendation is to maintain continuity with the community's past. This objective assumes that having a relationship to one's position in time is important to residents, that aesthetic value and benefits are derived from preserving examples of good architecture from prior periods, and that the diversity produced by the intermixing of architecture from many periods is a positive visual value. Implementation of this recommendation supports the goal of maintaining the small town appearance of the community and tends to reinforce residents' identification with the city and its neighborhoods by maintaining distinctive features at the city and neighborhood scale. The retention of older residential structures serves to maintain a diversity in housing accommodations and thus diversity in social composition of city residents. As noted in the earlier recommendations, the recommended step is another factor contributing to an overall community quality which may serve to attract businesses and expand job opportunities.

EXISTING CONDITIONS. The value of elements identified as having citywide historic or landmark importance is based on a number of different factors. Arcata Plaza is both the single most important tie to the city's past and an important open space which interrupts the grid pattern of the original land plat. The plaza has the potential of serving as a focus for community functions. The historic Brizard Building enhances the Plaza; unfortunately the scale and design of other buildings fronting upon the Plaza detracts from its appearance.

Arcata Heights represents the major concentration of Victorian residences with historic and design value. Fortunately most of these residences have been well maintained and the original design has been preserved. Intermixed with older three-storey Victorian homes are more modest two and one-storey homes, some of which employ Victorian details, while others represent early examples of California bungalow architecture. A sense of unity is provided by common use of hipped roofs and dark gray roofing materials. Recent construction, however, has not related in either scale, materials, building form, or fenestration. Somewhat similar to that of Arcata



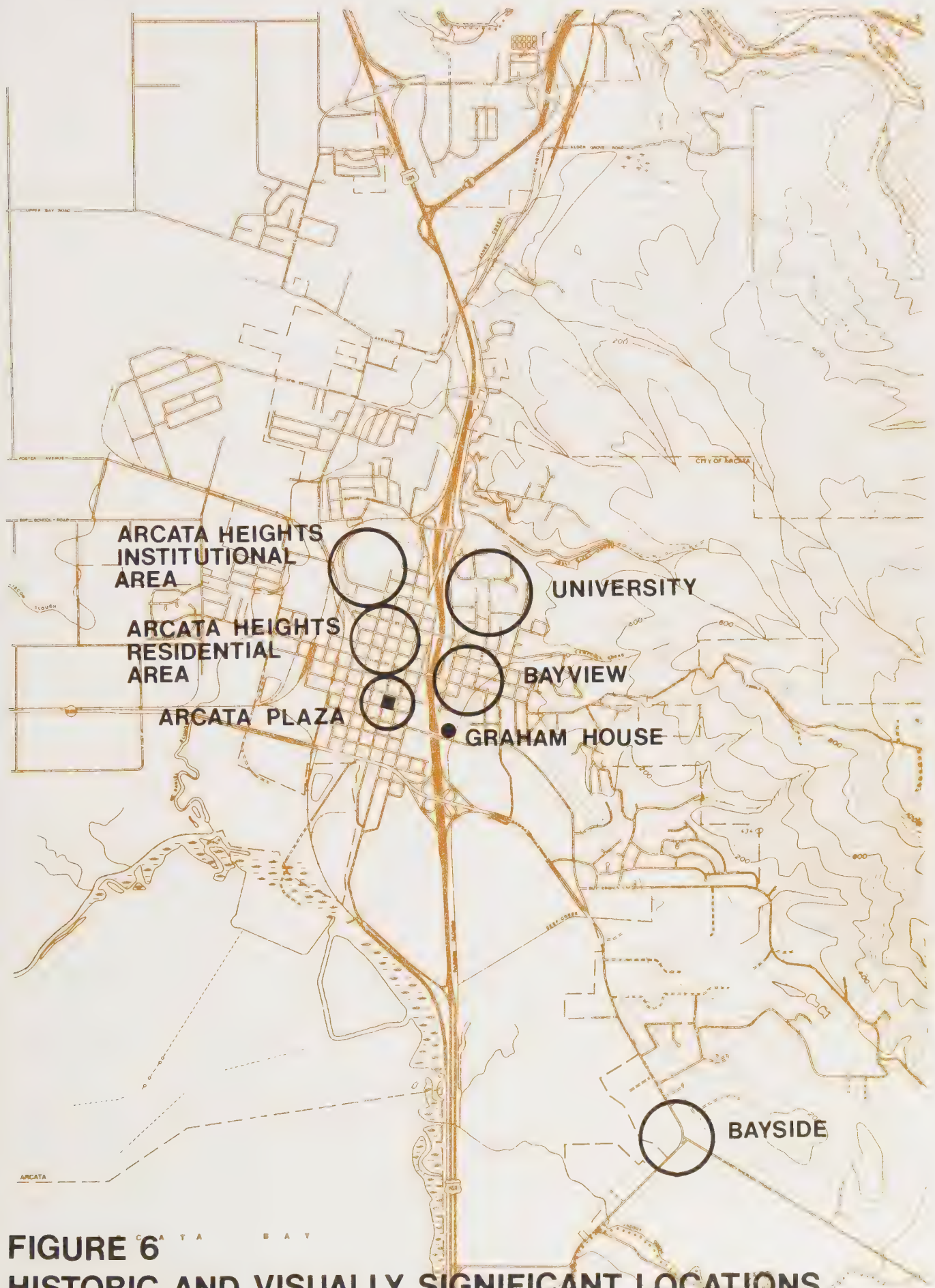


FIGURE 6
HISTORIC AND VISUALLY SIGNIFICANT LOCATIONS



Heights is the early residential architecture of the Bayview area, although the scale of structures is predominantly two and one-storey.

Although not as architecturally distinctive as some of the residences in the Arcata Heights area, the Graham Home has been singled out for its sign board function. It informs the passing motorist that Arcata is a city which dates back before the turn of the century, and encourages him to stop and explore the city. For residents it is a daily reminder of the city's past, with fine homes perched atop the hills safe from flooding, and sweeping views out over bay, grassland and forest.

Structures and uses atop the Arcata Heights area combine to form a unique setting which has historic, visual and symbolic importance. The combination of St. Mary's Church and cemetery with the Arcata Natatorium, high school, playing fields of the old Stewart School, the ballfield, and the Odd Fellows building bring together education, recreation and religious functions serving the city throughout various periods of the city's development. The hilltop location, accentuated by the large windbreaks, strengthens the visual relationship and the area's functional importance to other parts of the city. In brief, the hilltop constitutes a modest, modern day acropolis.

The old schoolhouse, Bayside Community Hall, the Grange Building and the Bayside post office near the intersection of Jacoby Road and Old Arcata Road serve to reinforce one's image of this intersection and to retain identification with the old Bayside Community. The main value of Humboldt State University is derived not from its historic or design value, but from its role as the single most important institution in the City.

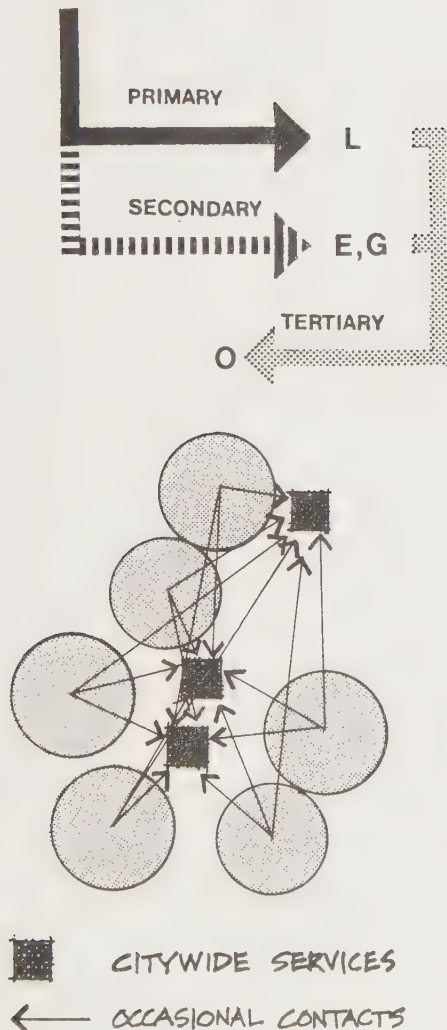
PROVISIONS. Figure 6 identifies man-made elements considered to be of special citywide importance. These range from a single structure to an entire neighborhood. Major actions required to carry out this recommendation are:

- a. Designate the Arcata Heights and Bayview neighborhoods as historic districts;
- b. Enhance the visual appearance and economic function of Arcata Plaza;
- c. Relate the educational and institutional uses atop Arcata Heights to a citywide open space/pedestrian system;

- d. Utilize the historic buildings at the Jacoby Creek Road and Old Arcata Road intersection as the nucleus for a small-scale community center serving the Bayside and Jacoby Creek residential areas;
- e. Strengthen the visual and circulation ties of the University to other parts of the city;
- f. Retain the Graham House and its immediate hill slopes.

Methods for preserving and enhancing the visual and associative functions of these elements are described more fully in the discussion of neighborhood and district recommendations.

ACTION

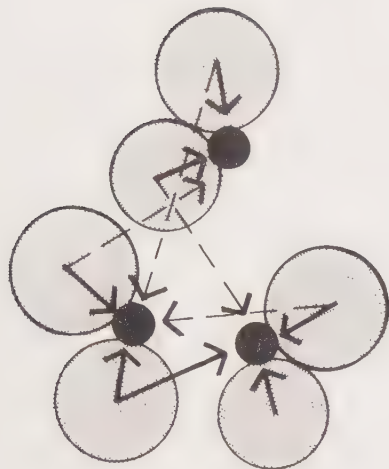


PROMOTE CITYWIDE ACCESS AND OPPORTUNITY FOR SOCIAL CONTACT

Site new commercial, educational, recreational and cultural facilities in a manner which improves access by residents from all areas of the city, and increases opportunities for social contact among city residents.

INTENT. This recommendation serves to promote both the goals of better access to needed facilities and services and to increase opportunities for positive social interaction among residents. The provisions set forth below call for siting and grouping commercial and public facilities in close proximity to each other to decrease travel needs (i.e. encourage multiple purpose trips), to provide greater convenience but also to increase the points of community contact. Three types of contact are intended: (1) among residents of the same or immediately adjoining neighborhoods; (2) among residents of different neighborhoods within the neighborhood themselves; and (3) among residents of all neighborhoods at centers or sites providing for citywide needs. (See diagrams)

To promote the first type of contact neighborhood serving facilities (educational, commercial and recreation) are sited where possible at the common edges of neighborhoods. The second type of contact would be promoted by developing a degree of specialization for major neighborhood centers which would occasionally attract residents from other neighborhoods. The third form of contact would be provided for by enhancing the citywide serving functions of already existing areas and developing new areas offering services or facilities which appeal to the common interests of residents throughout the city.



- ← FREQUENT CONTACT
- ← - OCCASIONAL CONTACT
- NEIGHBORHOOD RETAIL
RECREATION OR
EDUCATIONAL FACILITIES

Although there can be no guarantee that increased face-to-face contact will produce more positive community interaction, it would increase such opportunities and remove barriers which minimize interaction. Also underlying these proposals is the intent of increasing exposure of residents to all parts of the city, in the hope of promoting greater identification, concern and involvement in affairs of the city as a whole.

EXISTING CONDITIONS. Arcata presently has a relatively well-developed pattern of neighborhood commercial centers. The only areas unserved at the very localized level are Valley West, Bayside, Jacoby Creek, and Preston Heights. Citywide, however, there is an absence of a strong city serving commercial area, although such a potential exists in the downtown around the Plaza.

City serving recreation facilities are more highly developed with a clustering of facilities near the high school, including the high school track and field, the natatorium, playfields at the old Stewart School and the adjoining ballfield, the ballfield near City Hall, the Community Hall east of the freeway and the Community Forest. These facilities are complemented by playfields adjoining the elementary schools.

Existing natural features, namely the Mad River, Arcata Bay, McDonald Slough and Janes Creek, provide additional recreation opportunities.

PROVISIONS. Figure 7 designates two levels of commercial centers, with seven locations designated as neighborhood serving and two, the downtown and Valley West, as city serving areas. (Note that the Bayside and Spear centers are a departure from current general plan policy.) The Bayside, Spear and Bloomfield area centers should be maintained at a smaller scale than either Uniontown, Sunny Brae, or the Arcata Heights/University center. All centers should be developed with a distinctive role and character.

LEGEND



CITY SERVING RECREATION SITE

LEVELS OF COMMERCIAL SERVICE



PRIMARILY NEIGHBORHOOD SERVING



CITYWIDE



FIGURE 7
STRUCTURE OF CITYWIDE COMMERCIAL AND RECREATION FACILITIES

The Arcata Heights/University center should be promoted as a center serving Preston Heights and Arcata Heights residents as well as meeting needs of university students and staff while on campus, or for those located west of the freeway when traveling to and from the campus. Development of the center as an exclusive university related area should be avoided in order to appeal to a more diversified market and to direct a portion of the university generated speciality sales and services into the Plaza area.

The downtown Plaza area should serve as the primary comparative shopping and specialty retail center of the City with emphasis given to pedestrian oriented retailing and services. Given the population of the Arcata area and proximity to Eureka it is unlikely that a major department store would be feasible in the city. There should, however, be a sufficient market for a junior department store, this potential is increased by a present market trend toward merchandising at this scale. This function should be limited to the downtown area with the new facility physically and visually integrated with the Plaza and the main commercial frontages.

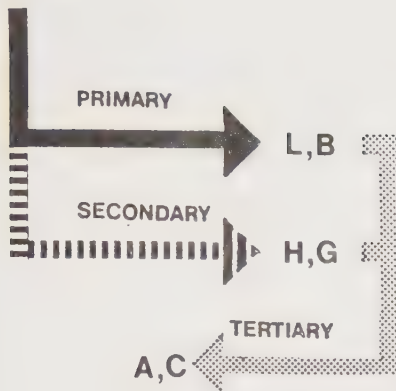
The Valley West Center should perform in a complementary role by providing for discount merchandising, furniture, appliances and other large bulk items which usually require an automobile trip and often single purpose shopping. Retail and service facilities accommodating residents in adjoining areas should be integrated with other commercial uses and not treated as a separate commercial area. Commercial uses here should also serve motorists staying in adjoining motels.

Citywide serving park and recreation accommodations should be developed along Arcata Bay and the Mad River to supplement the outdoor recreation opportunities already provided by the Community Forest. Cooperation with the University and with the School District should be sought to increase use of their facilities for community serving cultural and recreation functions.

CLARIFY AND REORGANIZE CITYWIDE ROADWAY SYSTEM.

Organize the city's major roadways to minimize disruption of neighborhoods, improve linkages with key destinations, and facilitate better understanding of the citywide roadway systems' organization and relationship to major destinations.

ACTION



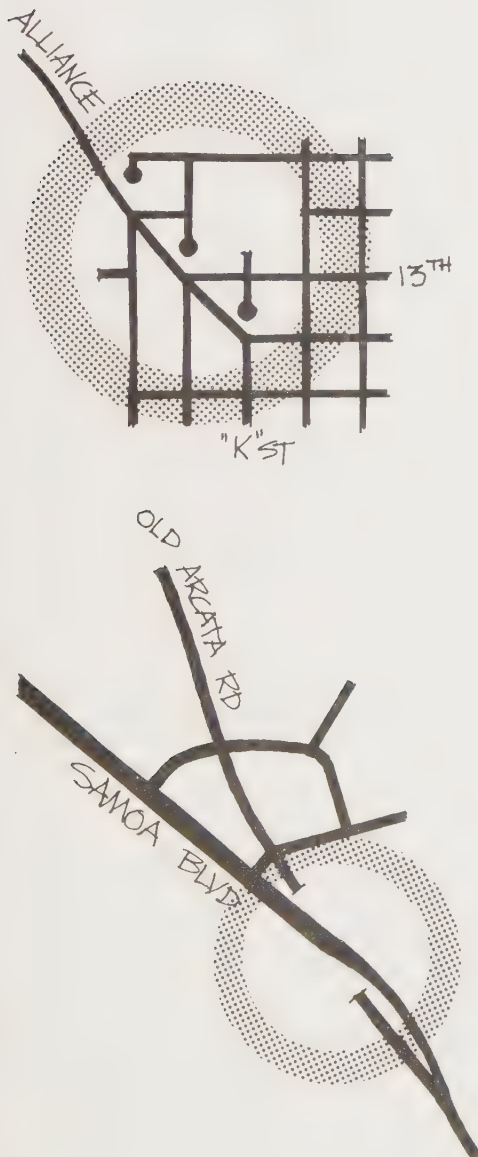
INTENT. Primary purposes of this recommendation are to provide for personal safety and good access to community serving facilities and to places of employment. Safety objectives would be promoted in several ways, including channeling major traffic movements to pass rather than bisect neighborhoods, and improving the clarity of the system to reduce confusion and tension which can lead to traffic accidents. In the provisions that follow emphasis is given to developing methods of improving the existing system, since the major portions of the roadway network are already constructed.

Measures taken to achieve these objectives are seen as means to improve the appearance of the city and to reinforce the distinction between neighborhoods and the overall visual structure. To the extent that noise intrusions, anxiety for the safety of children and tension related to driving can be reduced within residential areas, these measures may serve also to improve the mental well-being of residents.

The same measures can increase the attraction of the commercial areas of the city by providing more convenient and pleasurable access.

EXISTING CONDITIONS. The competing demands of regional through traffic and local traffic have produced a road system which visually and physically separates the community into major east and west sections. The effect of this transportation barrier is reduced somewhat by topographical conditions which have permitted continuity of the older street pattern by provision of overpasses at 7th, 11th and 14th Streets, with the positive effect of distinguishing these streets from others in the original grid pattern.

The imposition of the older road system on the city has produced a street pattern with irregular intersections, such as at Alliance and K Street and Bayside Road and Union Street. These intersections tend to disorient the motorist and create dangerous traffic conditions. Other recent modifications of the original street pattern, specifically the interruption of Older Arcata Road by the new Samoa Boulevard, break the continuity of the older system. The joining of the regular grid pattern of the older portion of the city and of the new development in the Bottom lands with the irregular road pattern of the hill area and curvilinear subdivision roads such as in Sunny Brae and portions of Bloomfield results in additional points of confusion and traffic conflict. However, several of the major routes, such as Alliance Road, are more imageable as a result of their divergence from the adjoining road pattern.



Additional orientation problems are created by the G and F Street one-way couplet. The traffic capacity advantages of such a system are questionable, since it produces additional around-the-block movement to reach desired destinations. This pattern doubles the exposure of adjoining properties to the noise, hazards, and disruptive effects of vehicular traffic. Unfortunately, the construction of the new freeway interchange firmly commits the city to this pattern.

Perhaps the most severe traffic problems occur along the length of Alliance. Heavy and fast moving traffic, a substantial portion of which are trucks, causes major noise, safety and dust problems for adjoining residences. These problems are compounded by the narrow 50 foot right-of-way, lack of paved shoulders in sections, and the narrow front yards of the adjoining residences. Heavy traffic has also created similar problems along G & H Streets. Surveys of residents undertaken as a part of this study collaborate field conclusions as to the severity of these problems in these corridors.

The appearance of existing roadways takes two general forms. The roadways which pass through predominantly open agricultural land or hill woodlands are dominated by the natural setting which is disrupted only by utility poles and lines. The overall result is a pleasurable and memorable experience. The urbanized or partially urbanized areas often appear chaotic as result of visually dominant utility poles which tower above the small residential structures, irregular roadside conditions such as the absence of curbs and gutters which result in poorly defined travel lanes, and lack of street landscaping to help define the roadway and visually separate it from roadside development. This condition is more severe along Alliance Road, Spear Avenue and Janes Road.

PROVISIONS. The provisions of this recommendation deal with two major aspects: (a) the overall roadway network function and relationships among its component parts; and (b) the design recommendations for routes and intersection points. It should be noted that several provisions are at variance with present general plan policies.

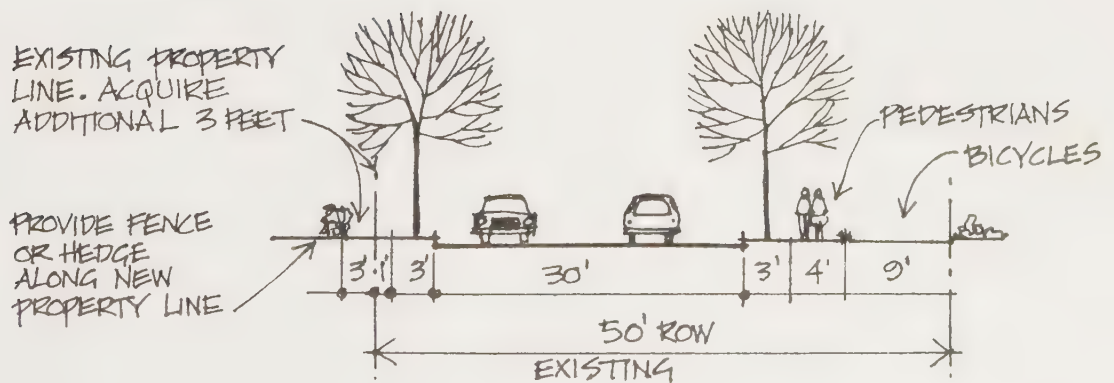
City Roadway Network. The recommended network is shown in Figure 8 . Function of the respective roadways is identified in the accompanying legend. Major departures from existing or planned roadways are as follows:

1. Fourteenth Street between Alliance Road and H Street should be interrupted to discourage its use as an east-west through route. Retention of the residential quality of

Arcata Heights should be given preference over accommodation of auto in this corridor. Auto movements should be diverted to 11th Street, which would serve as the boundary between Arcata Heights and downtown, and the proposed Foster Avenue extension to the freeway interchange at Sunset Avenue.

2. The proposed V Street extension should not be built. As shown in the General Plan, it will do little to divert traffic from Alliance Road unless it were extended to Janes Road. This would, however, disrupt agricultural lands north of Foster Avenue and encourage further urban scatteration.

3. Alliance Road should continue to function as the major north-south arterial in the western portion of the city. Roadway conditions should be improved gradually according to a program. The improvements should include widening the roadway to provide adequate space for turning pockets, separate pedestrian and bicycle lanes, adequate bus boarding areas, street landscaping and setting back of adjoining residential and commercial structures to reduce noise problems. Monies which would otherwise be spent on the proposed V Street and St. Louis Road extensions could be applied to this route. A cross-section of the proposed redesign is shown below. Bicycle lanes should be located on the east side of the roadway and the 3 foot strip acquired from properties on the west side. A wider roadway should be provided at the intersection of Alliance Road and the proposed Foster Avenue extension and at Spear Avenue. A similar cross-section should be employed along Spear Avenue and Janes Road.



ALLIANCE ROAD CROSS SECTION

The capacity of Alliance Road should be maintained at a level which recognizes the existing restriction in the vicinity of Humboldt Plaza and other limitations along the K Street portion of the route. Limitations on north-south arterial movements by auto should also be seen as auto disincentives and as appropriate means of encouraging greater use of local transit.

4. The extension of St. Louis Road should be reconsidered. The complex intersection created by the freeway ramp connections to Sunset is likely to increase traffic conflicts and confusion at this location. Moreover, construction of this extension would divert more trips onto H and G Streets in Arcata Heights. A less disruptive solution would be diversion of this traffic to either the freeway or Alliance Road.

5. To protect the Arcata Heights area and University related commercial area from disruptive auto movements, use of Samoa Boulevard as the main entrance and exit for downtown should be encouraged. (See proposals below for advance signing.)

6. Janes Road should be extended from Lewis Avenue south to Samoa Boulevard to divert freeway-bound traffic from the Bloomfield area and from downtown streets. The roadway should maintain an alignment to the west of McDaniel Slough and provide for access to the proposed linear park.

LEGEND

	FREEWAY/HIGHWAY
	CROSS-TOWN ARTERIAL
	URBAN COLLECTOR/FEEDER
	RURAL ROADWAY
	DELETE EXISTING OR PROPOSED ROUTE
	ADVANCE SIGNING
	TRAVEL DECISION POINTS

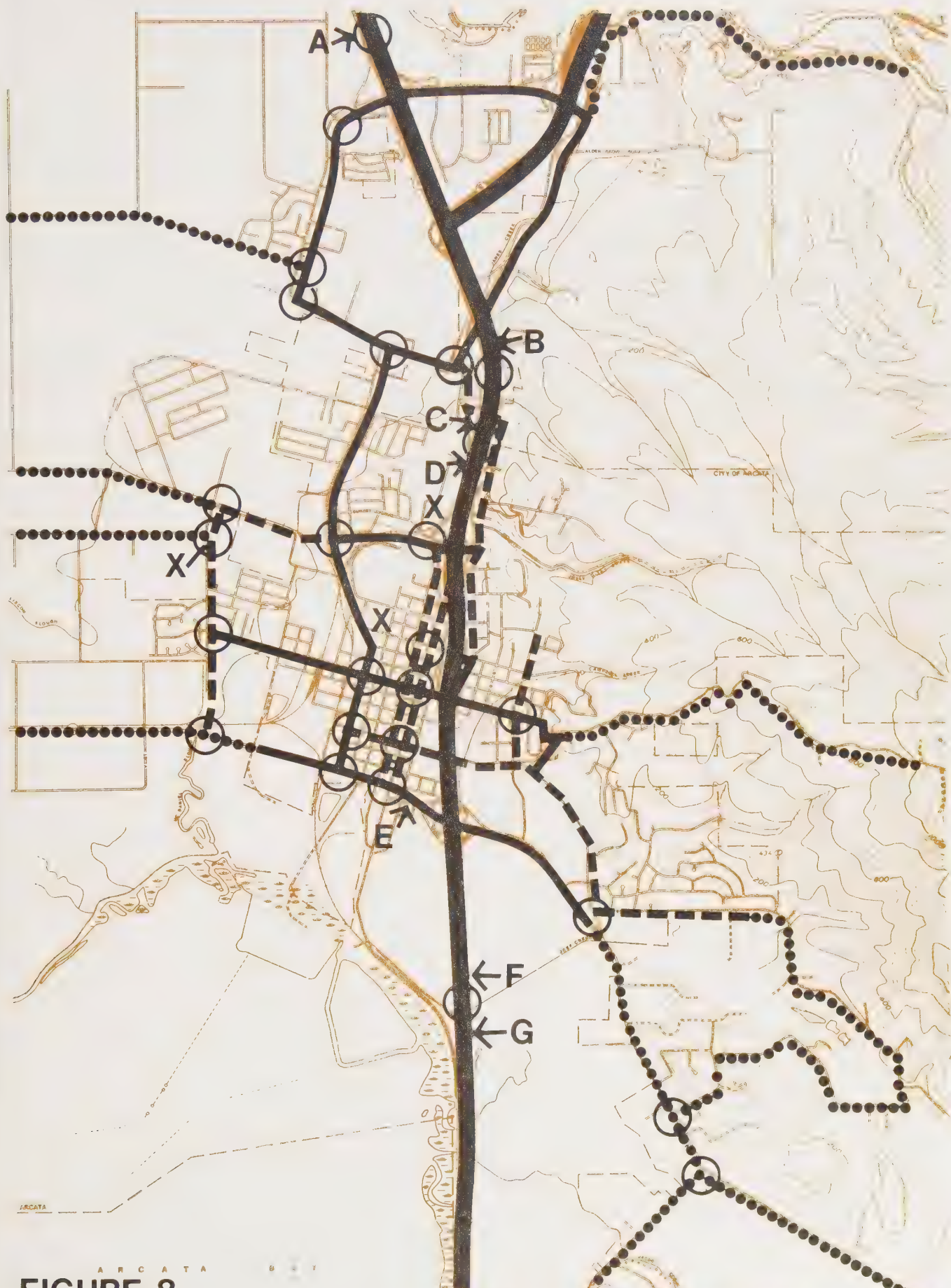
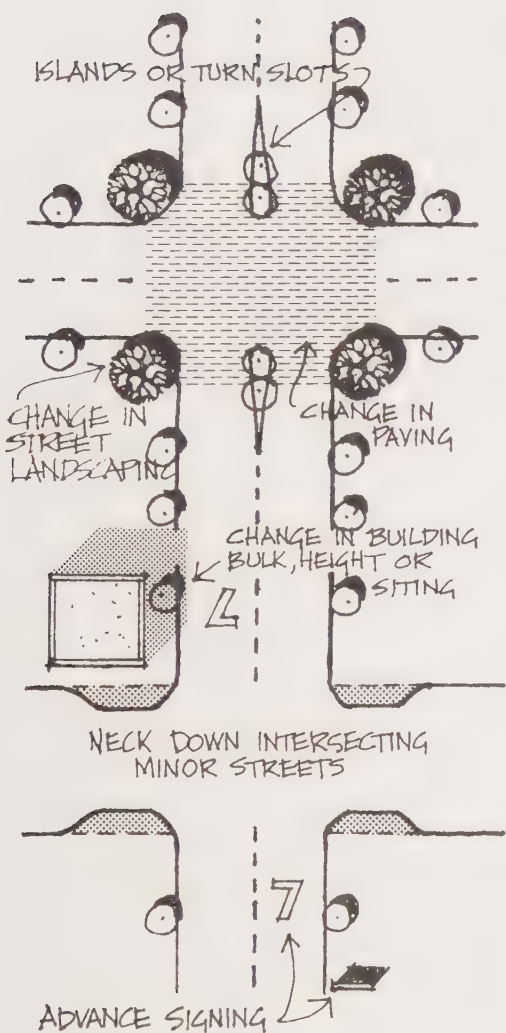


FIGURE 8
STRUCTURE OF CITYWIDE ROADWAYS



Roadway Design. The intent of the following provisions is to deal primarily with the legibility and appearance of the roadways, rather than with specific engineering details. Legibility and appearance do affect the functioning of roadways, often in major ways.

1. The varying functions of the respective roadways should be distinguished by changes in landscaping, provision of lighting, and treatment of the roadway edge.
2. Intersections of major routes should be clearly delineated to provide motorists with the chance to recognize these decision points sufficiently in advance of their approach. Methods for achieving this distinction are shown in the accompanying sketch.
3. Advance signing should be provided to assist motorists in locating their destinations and to redirect traffic to avoid disruption within residential areas. Locations are designated in Figure . Points A and B would identify travel accommodations in the Valley West area; point C would indicate use of the Sunset off-ramp and 14th Street for access to the University; point D would indicate use of Samoa Boulevard for access to Downtown; point E would indicate use of G Street for access to Downtown; point F would identify the approach to the University; and point G also would direct motorists to use Samoa Boulevard for access to Downtown.

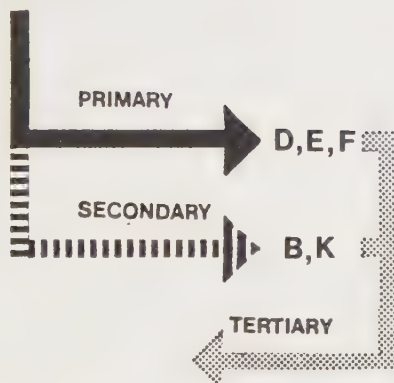
NEIGHBORHOOD ORGANIZATION AND DESIGN

Neighborhood related recommendations are set forth in two forms. The first, which are outlined below, encompass provisions which are applicable throughout the city. The second set of recommendations apply to specific neighborhoods. The latter are presented following the description of site and building design requirements since they apply both these requirements and the generally applicable neighborhood provisions to specific neighborhood conditions.

ORGANIZE NEIGHBORHOODS INTO SMALLER HOMOGENEOUS UNITS

Neighborhoods should be comprised of distinctive micro-neighborhoods accommodating a range of socio-economic and life style needs. Each micro-neighborhood should be internally homogeneous.

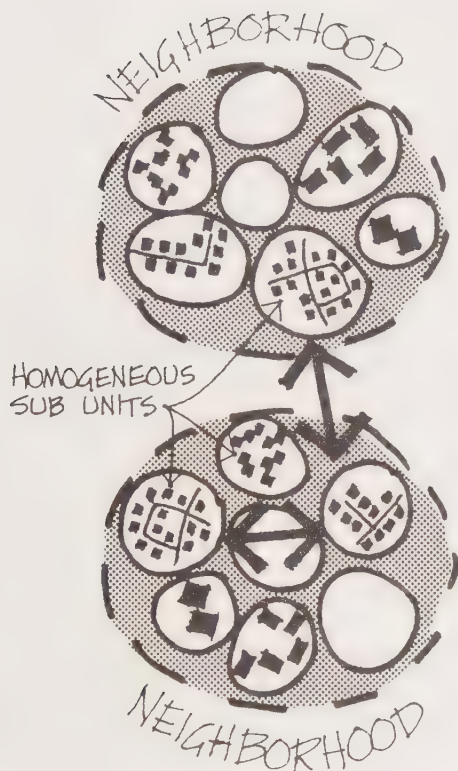
ACTION



INTENT. This recommendation has a three-fold purpose. First, it would serve to promote greater social diversity within the neighborhoods. Although residents usually prefer to live in an area which is homogeneous (i. e., residents of similar social and economic status and age and similar housing) this desire can be met at a scale smaller than a neighborhood, such as housing on a cul-de-sac or along the same block frontage. The composition and character of the immediately contiguous area usually determine the degree of homogeneity. The neighborhood then can be structured about a series of such units with variations allowed among them. As noted in the discussion of existing conditions, although unusual in most American cities, this situation is quite commonplace in Arcata, and meets the need for a homogeneous living environment while still permitting diversity within neighborhoods.

The second purpose is to reinforce the residents' relationship to their immediate living area as distinguished from the larger setting. The uniformity of most contemporary tract development fails to do this and undermines a sense of small-scale community with readily distinguishable parts.

The third purpose is to provide opportunities for community interaction. Most sociological studies done to



date have concluded that socialization which occurs at the neighborhood scale is not due to propinquity but rather to homogeneity. In other words, living close to others is not likely to result in a greater degree of socialization unless there are common interests. The structuring of neighborhoods about homogeneous sub-units recognizes this pattern of social interaction but also provides opportunity for greater variety in selection of housing and location by creating a more heterogeneous pattern at the neighborhood and city scale.

A more indirect causal relationship is also intended. It is hoped that the residential sub-units will increase socialization among neighbors and produce a greater ability to distinguish between residents and non-residents. This higher degree of social control by local residents would reduce crimes against persons and property. The structuring of neighborhoods about identifiable sub-units should make the whole neighborhood less vulnerable to blighting influences, which tend to occur in a small localized area. This phenomenon is discussed further under existing conditions.

EXISTING CONDITIONS. Unlike many towns and cities Arcata's neighborhoods are both physically well-defined and have a great degree of heterogeneity in terms of housing type and residents. This is especially true of the Arcata Heights, Bayview and Sunset areas but the condition also exists to lesser degree in the more recent tract developments. Almost every neighborhood has pockets of multiple housing and subareas reflecting successive development stages.

Illustrative of these differences are variations within Sunset which include intermixing of older single family homes and apartments along Western Avenue, more conventional but early tract development on Grant Avenue, a new pocket of single-family homes at Anna Way, modest older single-family structures on the downhill slope of Sunset Avenue, and the apartment cluster along Wilson Avenue.

Factors contributing to this pattern have been the older development pattern, which has left vacant pockets of undeveloped land, topographical variations and the scale of the local building industry which has made it economical to develop small projects on by-passed sites. Similarly, tract development has occurred on a small scale and produced more subtle differences in housing types and costs within the neighborhoods.

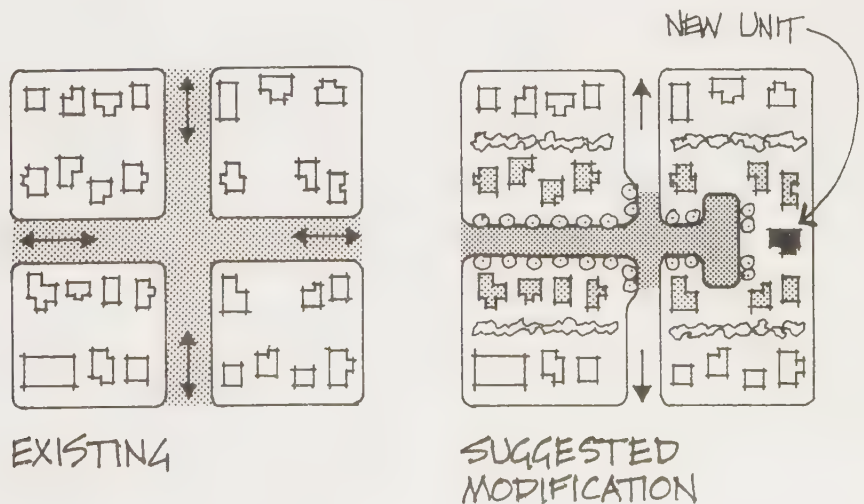
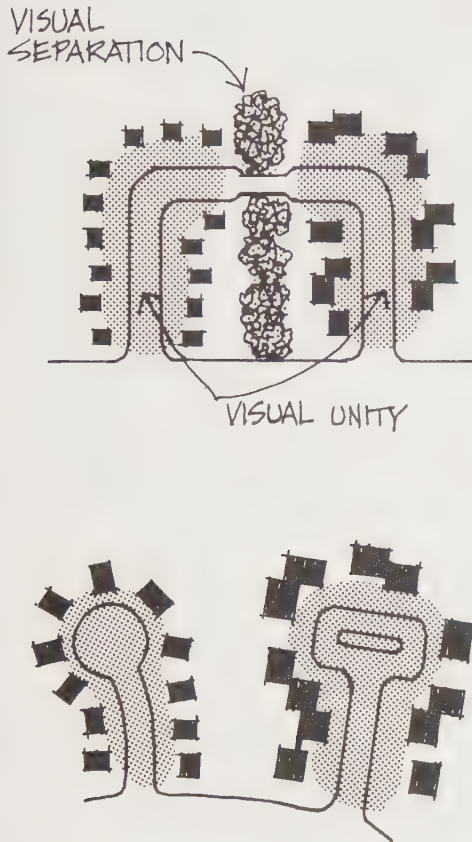
Remarkably, no very strong social demarcation between neighborhoods has occurred. Although Preston Heights and Fickle Hill are considered the more presti-

gious new housing areas, investment continues in other neighborhoods and often for income levels above that which prevails in the area.

PROVISIONS. New development should be organized into micro-neighborhoods comprised of similar types of housing. To the extent possible each micro-neighborhood should be physically and visually distinguished from adjoining housing areas. Each should contain from six to 12 dwelling units for single-family and duplex areas and up to 30 units for multiple housing areas. Residences should be sited so that they relate as a visual unit and share common vehicular and pedestrian access routes. Roads between units should be narrow and free from unrelated traffic in order to prevent a barrier between units. The accompanying diagrams illustrate several design alternatives.

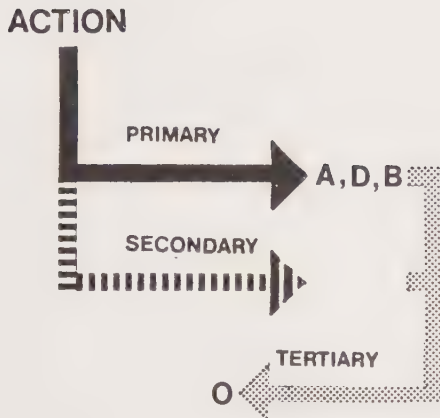
When one or several new dwelling units are added to an already built up area they should provide housing similar to that on adjoining or facing sites. Existing neighborhoods should be surveyed. Existing housing groups which serve as micro-neighborhoods identified, protected and enhanced. Investigations should also be made to determine if other existing areas could be organized into micro-neighborhoods by modification of the street pattern, addition of landscaping or other means.

Zoning provisions at the neighborhood scale should be flexible enough to allow for variation in housing type and density among the subunits.



ALLOW HOUSING TYPE VARIATIONS

Allowances should be made to permit variation in housing types at three scales: citywide, neighborhood and micro-neighborhood.



INTENT. Housing diversity is a means of accommodating social diversity by providing for a range in housing types, cost, and locations. Residents, especially those with low or moderate incomes such as the elderly, students, or handicapped, can find housing which is both within their financial means and suitable for their needs. Failure to provide for such housing choice by imposition of homogeneous citywide housing requirements leads to illegal conversion of units (usually associated with unsafe and unsanitary conditions) and exorbitant housing cost due to constrained market conditions.

These recommendations, combined with provisions for organizing residential areas into micro-neighborhoods are intended to recognize two often competing social pressures: a) residents desire for socially homogeneous living areas; and b) the need to provide for the housing needs of all residents without creating a ghettoized community pattern and restricting social contacts among community residents.

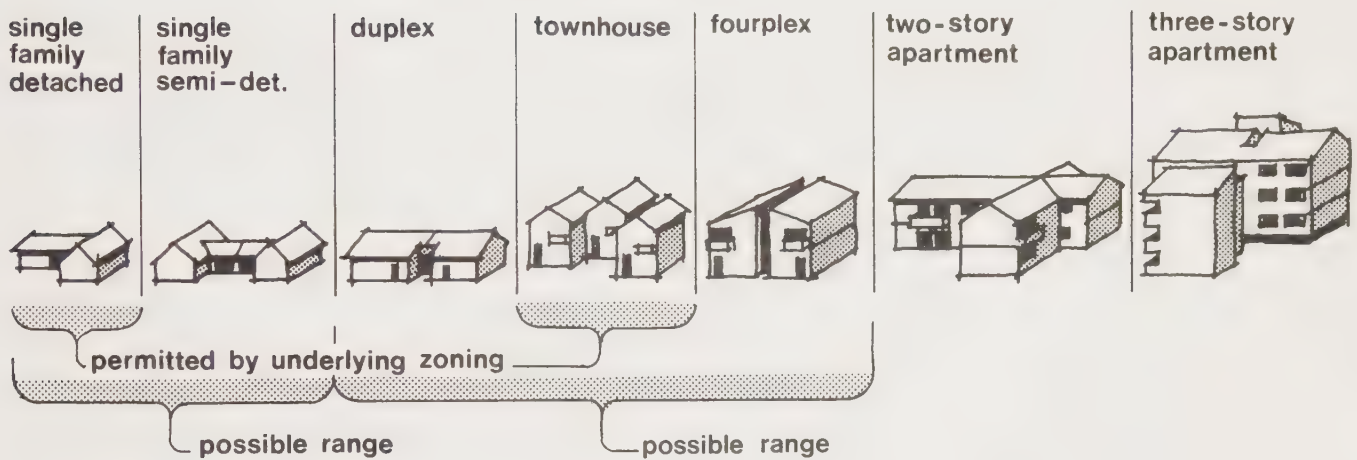
This housing approach can indirectly promote a sense of community membership and personal worth by minimizing the social distinctions between areas and the stigma of living in the wrong part of town. By allowing for more choice in living areas it permits individuals to have greater control over their affairs and greater self-esteem.

EXISTING CONDITIONS. Arcata presently has a remarkable degree of diversity in housing at the neighborhood and city level. As noted earlier the citywide structure has produced three distinctive types of living environments, each with several subvariations. At the neighborhood level there are few areas where both single-family and multiple housing with varied unit size and cost cannot be found.

The presence of the University has resulted in a higher ratio of multiple housing to single-family homes than is normal for communities of Arcata's size and location. Although most of these units serve University related residents, they broaden the housing choice range for other residents. The incremental growth of the city also has been an important factor in providing for a wide variety in housing types, size and cost.

PROVISIONS. Diversity in housing type should be provided for in the following ways.

1. Within each micro-neighborhood minor variations in housing type should be permitted. These units should maintain the scale and character of the predominant housing units and be within the same approximate cost range. Illustrated below are housing types ranging from single family detached to three-storey multiple dwellings. Variations incorporating housing units one step up or down on the scale from that permitted in the underlying zoning district provisions should be encouraged, subject to special design conditions.



HOUSING TYPE RANGE

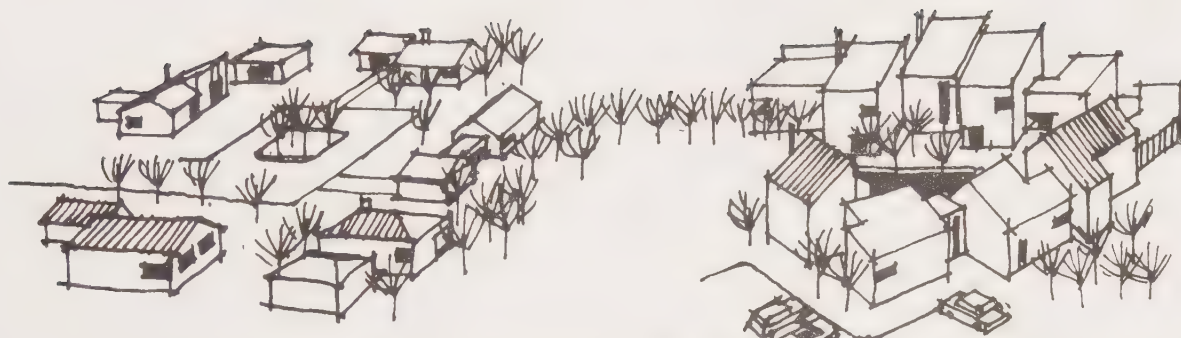


YES



NO

2. Variations greater than those permitted in the micro-neighborhoods should be encouraged at the larger neighborhood scale. The extent of the variation should take into consideration the already established neighborhood character. For example, the Arcata Heights, Valley West, and McCallan areas could accommodate greater variation than Preston Heights or Pacific Manor.



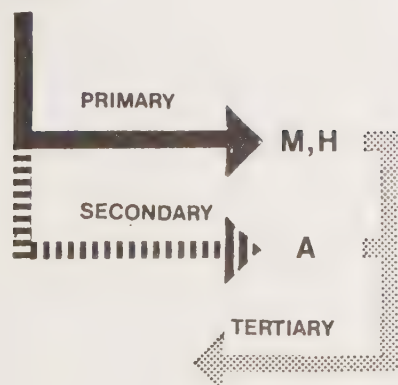
PROVIDE FOR VARIATION BETWEEN MICRO-NEIGHBORHOODS

3. Zoning provisions at the neighborhood scale should be varied and flexible enough to allow for the suggested differences in housing at both the micro-neighborhood and neighborhood scale. Quotas establishing the degree of permitted variation should be adopted as guidelines, which would in turn serve as density bonuses and encourage development consistent with these provisions.

PROVIDE RECREATIONAL OPEN SPACE WITHIN NEIGHBORHOODS

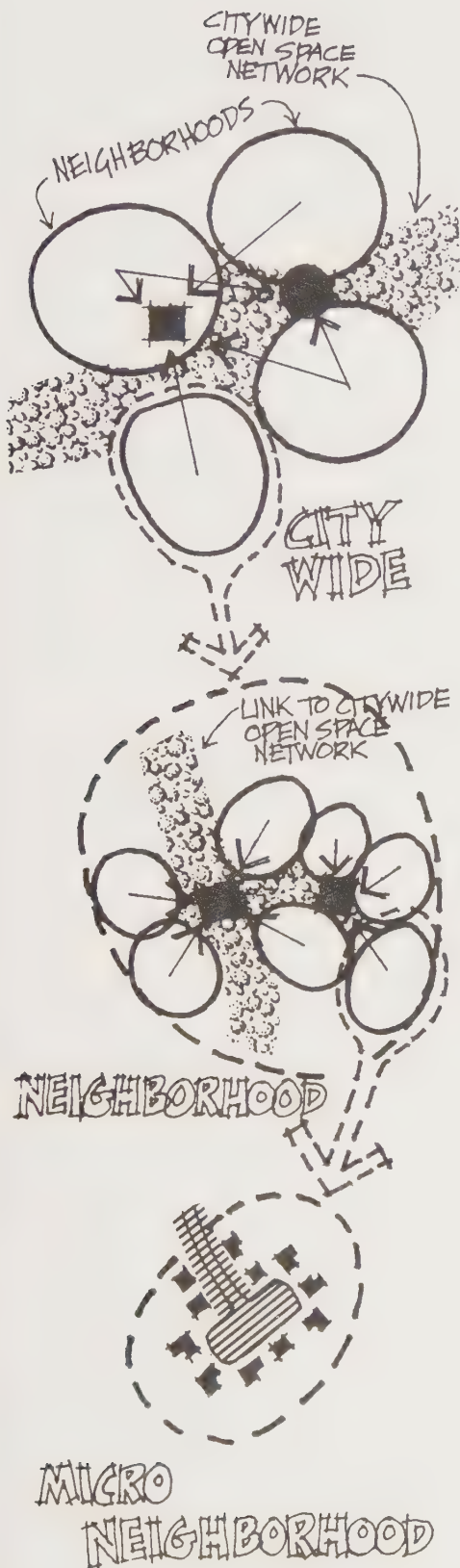
A variety of recreational opportunities and common open spaces should be provided to serve the full range of residents' needs.

ACTION



INTENT. The provision of a range of recreational facilities which responds to differences in age, sex, and interests is considered a basic requirement for the physical and psychological well-being of Arcata residents. Recognition of the differences calls for provision of easily accessible, unstructured, spontaneous recreation opportunities within individual neighborhoods and among neighborhoods with overlapping service areas. Specialization of recreation facilities at the inter-neighborhood level will encourage movement between neighborhoods.

Secondary benefits of neighborhood open-space recreation facilities are increased opportunities for social contact, the creation of aesthetically pleasing environments, and the integration of the built environment with the natural world. Flexibility of available open-space can expand cultural and community activities and resources. For instance, a small playground located near homes with mothers and small children can be the impetus for the organization of an informal childcare group. A plot of open land shared by residents can become a community



garden, providing economic as well as recreational benefits.

EXISTING CONDITIONS. The major outdoor recreational areas in Arcata are citywide in nature and function, and consist primarily of playfields attached to the schools, the Arcata ballfield, tennis courts to the rear of City Hall, the Community Forest and related playlot. Several small parks, catering primarily to the needs of young children, are located in the Westwood, Bayview and Bloomfield areas. Another is under construction in the Sunset neighborhood. Some neighborhoods have unplanned fortuitous open space, such as the agricultural lands surrounding the Pacific Manor and West Valley areas, and the forest pockets of Fickle Hill and Sunny Brae. Private yards and gardens constitute the primary open space on the residential level.

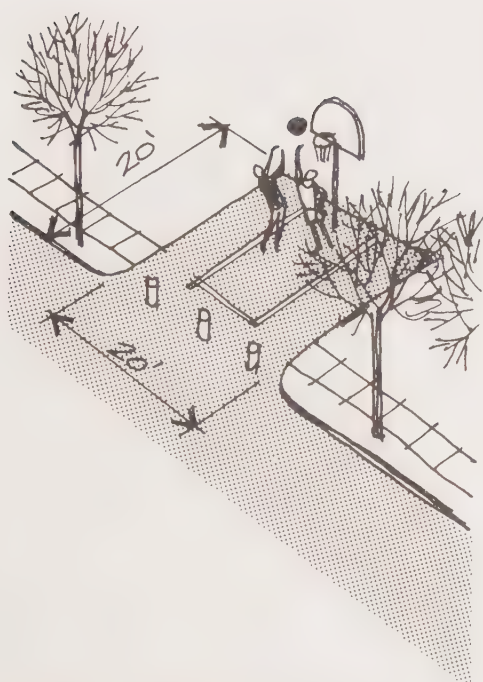
Indoor facilities include the new natatorium, the community center, and the indoor spaces of the various schools. Some non-public buildings, such as the Odd Fellows Hall and the Portuguese Hall, also can accommodate various indoor recreation and social activities.

Obvious recreation deficiencies include limited facilities for adults, with the exception of those provided at the University. Specific needs are tennis courts, handball courts, running paths, picnic areas, turf and surfaced areas close to residences for casual, spontaneous activities. The latter is considered the most common important deficiency, since conventional single-family tract designs do not provide for this pattern of recreation.

PROVISIONS. The provisions below are not intended as standards but rather as models to be consulted when reviewing new developments or considering allocation of park and recreation funds.

A hierarchy of recreation facilities should be established which will provide for needs at varying levels, from the smallest scale, that of the micro-neighborhood, to the largest, the inter-neighborhood. The four levels addressed here are: micro-neighborhood; micro-neighborhood group; neighborhood and inter-neighborhood; and city-wide.

1. On the micro-neighborhood level common open space suitable for ball throwing, volleyball, kickball, basketball or other similar recreation activities should be provided. These spaces should accommodate casual, spur of the moment recreation needs, such as children gathering to play while dinner is being prepared, and fathers playing with their children upon arriving home from work, and



MICRO-NEIGHBORHOOD
OPEN SPACE

should function as informal socializing places for children, adolescents and adults.

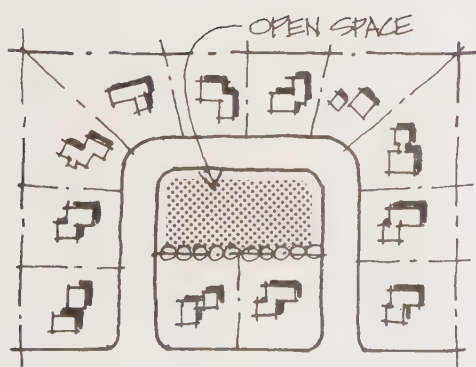
These spaces should be located to relate visually to nearby residences in order to develop a sense of possession by adjoining residents and thus local social control over the area.

Since the intent is to permit free, unstructured play and allow maximum flexibility of use, the space should be generally free from intrusion by play equipment. A small playlot, however, is appropriate if separate from or adjoining the major open space. Dimensions of approximately 50-70 feet long and 30-40 feet wide are recommended to accommodate recreation activities. The length of a volleyball court and the throwing distance from the pitcher's box to home plate is about 60 feet. Smaller spaces if dimensioned properly are also acceptable as supplementary open space. A small paved area of 20 feet by 20 feet is suitable for basketball shooting. Either paved or turfed surfaces are appropriate. Where space permits, a combination of hard and soft surfaces is recommended, to permit more varied activities throughout changing seasons.

At this level there is no need to distinguish between areas intended for various age groups since the homogeneity of the resident group will probably produce informal use rules. Both passive and active use should be accommodated simultaneously to permit gathering of spectators, such as parents supervising children's play or small children watching siblings or parents play. Lighting should be provided to extend the use hours.

The common open space should be located to avoid interference with the visual and auditory privacy of adjoining residents. The potential for socialization and better use of the space is increased by locating the facilities at the main approach to the homes. In most instances the auto approach to the housing area is considered most appropriate if vehicular traffic is limited to that generated by the houses in the residential cluster. Most contemporary homes have private areas oriented away from the street. Street lights can then function as lighting for the open space. Where approach roads are used heavily by other vehicles, alternative locations with adequate separation from auto traffic should be selected.

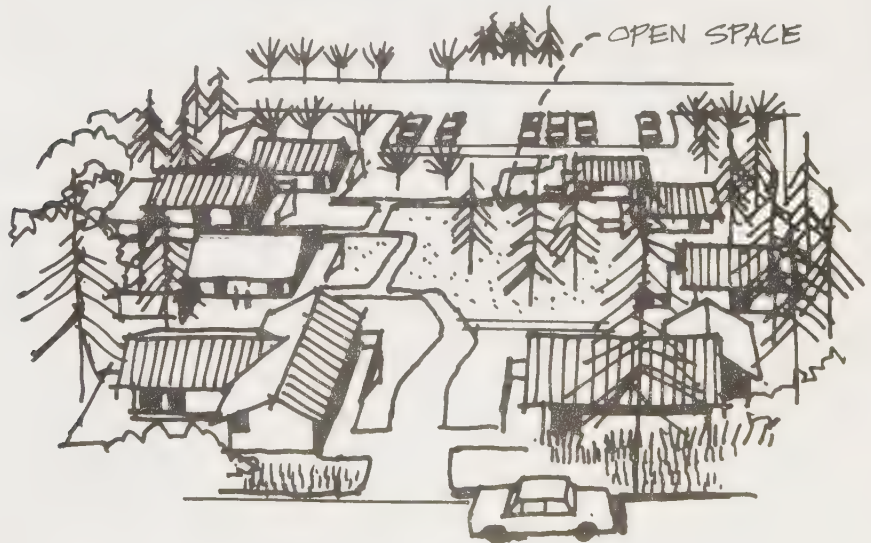
Administration and maintenance of common open space at this level should be the responsibility of the residents of the micro-neighborhood. Homeowner or tenant associations can be established for this purpose. Landscape materials, both paving and plants, should be selected carefully to minimize maintenance cost.



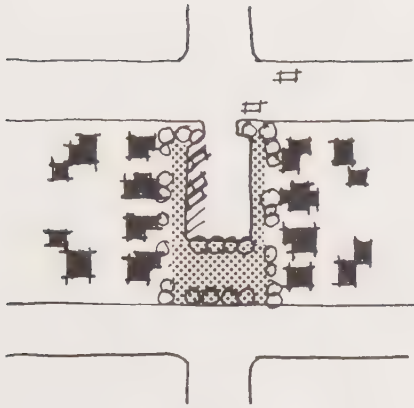
MICRO-NEIGHBORHOOD
OPEN SPACE

Flexible, diversified open spaces within existing micro-neighborhoods can be achieved with relatively minor modifications. Teenagers, adults, and young children would benefit from hard-surface courts or half-courts for ball games, perhaps tennis courts or backboards. Elderly residents would benefit from sheltered enclosures with views out to activity areas, or gardening areas. Very young children require a structured play area, with elements such as water, sand, and climbing structures, separated from older children and teens, with benches for mothers. Turf areas can be used for both passive and active recreation, and linear open spaces, such as trails and jogging routes, can be used in a variety of ways, by bicyclers, skateboarders, and pedestrians. A single open space can provide for many of the above uses if properly designed. Effective articulation of spaces and functions is necessary to maximize use.

New developments in neighborhoods located in those areas of town with varied topography and natural features, such as Fickle Hill and Sunny Brae, can put a cluster arrangement to advantage, retaining natural features as part of the open space.



The street itself can be a popular recreation and community area if design modifications are implemented which protect the pedestrian from traffic, and house-to-house, across-the-street communication is promoted. (See recommendations on modification of residential streets.) Sun and wind orientation and integration with existing open spaces and linkages should be considered when sites are selected. Site design should be coordinated with street landscaping and modifications.

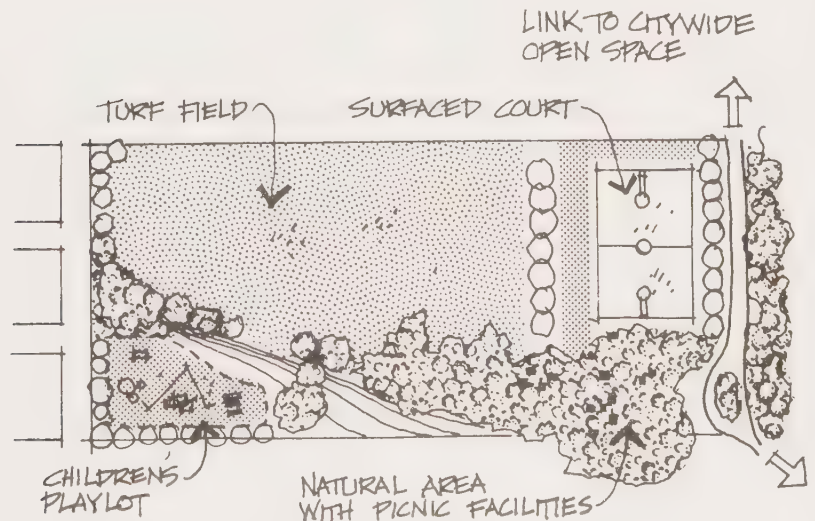


STREET PARK AT MICRO-NEIGHBORHOOD LEVEL

A street closure within a micro-neighborhood can provide major open space, and be linked with other streets via pathways and bicycle paths. Streets can be closed in a number of ways, some of which are discussed under the recommendations concerning neighborhood street modifications.

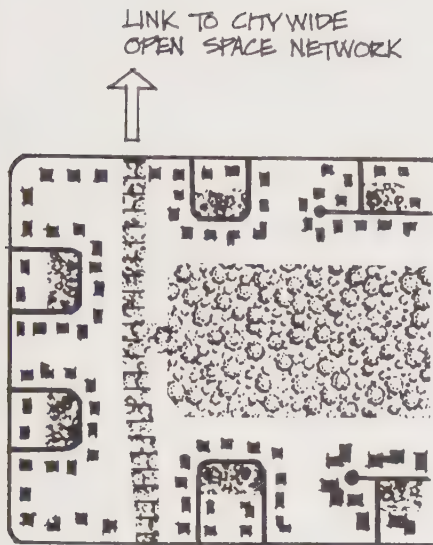
One method of closing a street is to provide a lot at the end of a street for a house which would face the street, and become a visual closure and focus to the street, changing the street per se into a court. Another technique is to dead-end a through street, and put a small plaza, sitting plaza or tot-lot at the end of the street.

2. Micro-neighborhood Group. Additional open space should be convenient to groups of micro-neighborhoods to provide for a scale of activity not practical at the lowest level. Typical of the type of activities included here are larger court facilities, more extensive turf fields to permit a softball or touch football game, bike riding and playlots for young children. An area of approximately one acre is adequate. The open space should be located to avoid implied possession by any particular group of residents, and should be integrated with the citywide open space whenever possible.



MICRO-NEIGHBORHOOD GROUP LEVEL OPEN SPACE

Adequate separation to protect the privacy of adjoining residents should be provided. The space should be designed to provide separate areas for different age groups, and other areas where each group can interact. Wherever possible existing natural features should be incorporated into the area.



Two patterns for open-space orientation are acceptable for new developments. The first pattern centers open space around the auto access area to take advantage of frequent activity, paving and lighting. As noted earlier, this alternative is preferable for the micro-neighborhood scale since it requires light auto use and private space adjoining each housing unit.

Larger scale housing developments at the micro-neighborhood group level can face houses inward onto an open space which is not necessarily auto-oriented, but which is located near major circulation paths.

3. At the neighborhood and inter-neighborhood scale open space accommodations should be more specialized to recognize recreation needs which are impossible to provide for at a finer grain, due either to cost of facilities or special land requirements. Specialization among locations will also serve to encourage interaction between neighborhoods. These facilities should be an integral part of the citywide open space in order to help ensure pedestrian and bicycle access and to maximize the visual and functional impact of the city open space network.

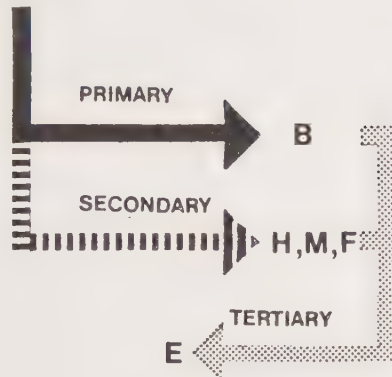
4. Existing school playgrounds and playfields should be incorporated into the hierarchy of recreational facilities. Portions of these sites can serve either neighborhoods or clusters of micro-neighborhoods. These sites should be redesigned in cooperation with school officials and residents of the adjoining areas to expand the range of recreation activities and level of use.

The climate of Arcata demands that special efforts be made to extend the use of indoor school facilities. Arrangements should be made to allow for residents' use at off-hours for recreation, cultural and general social uses.

MODIFY NEIGHBORHOOD STREETS

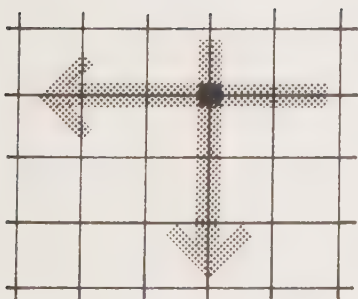
Modify residential roadways to protect neighborhoods from unrelated traffic, and to encourage residential use of streets.

ACTION



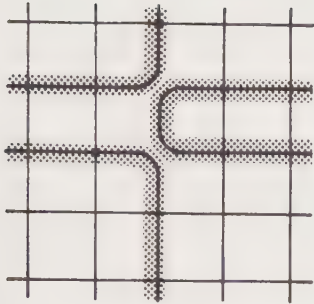
INTENT. The visual and social integrity of neighborhoods is easily disrupted by excessive traffic using residential streets as throughways and short-cuts. In many residential areas, a street may be wider than it needs to be, encouraging rush-hour commuters to use the street as a short-cut to a main arterial. Excessive, high-speed, through traffic increases safety and health hazards. Mothers of small children find a busy street a constant threat and worry. Adolescents use the street for games despite considerable danger. In some urban situations, traffic noise, fumes and dust can be so severe that rooms fronting on the street are unusable by residents. Use of front yards and sidewalks as casual recreational space is diminished, and the houses and residents tend to turn their backs to the street. The street becomes a barrier to social interaction, splitting rather than unifying a neighborhood.

Reclaiming a street for neighborhood use requires modifications which will slow and discourage traffic unrelated to the neighborhood and in some cases, divert traffic altogether from residential streets onto main arterials. The modifications are intended to channel and redirect traffic rather than obstruct and block traffic with stop signs and dead ends, which tends to increase noise and driver frustration. Distinctions in the function of the city's streets can also serve to reinforce both the identity of neighborhoods and legibility of the citywide circulation system.



EXISTING CONDITIONS. The streets of the newer residential areas, such as Bloomfield, parts of Sunset, and Pacific Manor, are generally wider than necessary for residential access, and they are generally lacking in landscaping and individual character. Because of their width and lack of impediments, they are used by traffic unrelated to the neighborhood, and are under-used for neighborhood purposes. Some of these streets are straight with short blocks and intersections at regular intervals, and they may pass through a series of micro-neighborhoods or housing types without individual definition. Others are curvilinear with cul-de-sac extensions into the neighborhoods, with hills to the east as backdrop views or with unenclosed vistas, opening to the east. There are few pedestrian amenities, beyond occasional pedestrian crossings, and some streets lack sidewalks.

Older residential neighborhoods, such as Arcata Heights and Bayview, have narrower streets, but also often suffer from heavy traffic unrelated to the neighborhood.



PROVISIONS. Slowing or discouraging unrelated traffic can be accomplished by four types of design modifications. They are: (1) "necking" or narrowing a street at strategic locations, such as intersections or neighborhood entrances; (2) narrowing street width the length of the street by expanding landscaping or pedestrian space; (3) altering the flow and direction of traffic by various types of diverters; and (4) street closures.

1. "Necking" or narrowing a street at strategic locations. The simplest use of this device is to narrow the entrance to a street by extending the curbs to slow traffic along a main street. Landscaping of the curb extensions with canopy trees or shade trees is desirable. Amenities such as benches and bus stops can be provided.

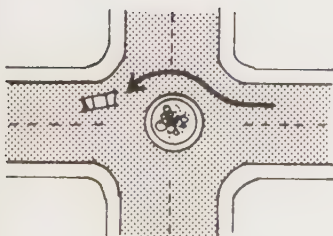
The entire intersection can be narrowed by curb extensions to slow traffic from both directions. Paving changes and emphatic landscaping can signal the change to the motorist. Narrowing of streets and landscaping intersections can serve a dual purpose of providing entrances to micro-neighborhoods by creating a visual identity.

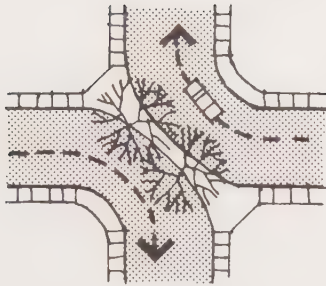
"Necking" can occur mid-block, especially when separation of two micro-neighborhoods is desirable. The curb extension can signal the division between the micro-neighborhoods and serve as a visual gateway.

2. Narrowing the entire street width changes the character of the street. (See provision of street landscaping, discussion for further details.) The appearance of a major route is gone, and instead the driver sees a narrow residential street, enclosed by landscaping. The narrower lanes demand slower speeds, and the appearance of enclosure provides a psychological impediment to the driver in a hurry.

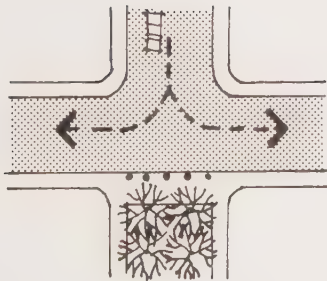
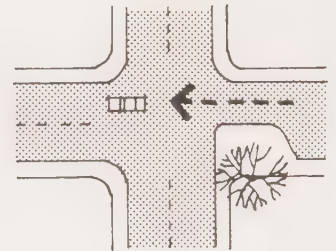
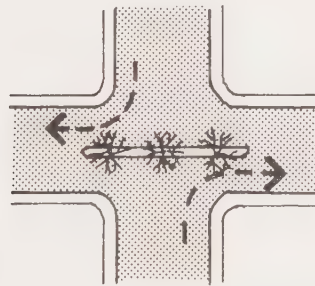
3. Alter the flow and direction of traffic. Major methods of altering traffic flow and direction are shown in the adjoining diagrams and discussed below. Traffic circles can effectively slow down traffic without noisy full stops.

Traffic circles can enclose trees or landscaping; structures which can be used for play or areas accessible to bicycles are not encouraged. Structural elements, such as bollards and wood barriers, are not recommended when landscaping can be provided. Visually awkward grade changes should be avoided.





Barriers can be erected diagonally across street intersections to prevent through movement, or central islands can be provided which permit only left or right turns. A similar type of diversion can be created by a one-way traffic pattern which permits only a one-way outward flow of traffic. The necking of street intersections can also be combined with a restriction on incoming traffic to create a brief one-way section and thereby prevent through traffic. The barriers or diverters can be relatively simple sidewalk extensions, or full-scale transformation of a street into a neighborhood park. Street closures should be adequately signed in advance to avoid driver confusion and frustration.

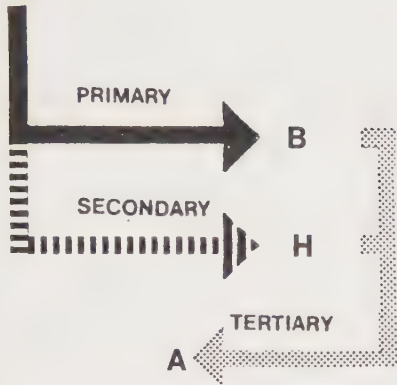


4. Total street closures. In some situations, such as where parking access is provided via alleys, or where replacement of curbside parking can be provided by in parking bays, streets may be completely closed to eliminate disruptive traffic movements. The added benefit of a street closure is the recreation space provided to the micro-neighborhood.

IMPROVE PEDESTRIAN SAFETY

Special provisions should be made to minimize conflicts between pedestrians, autos and bicycles.

ACTION



INTENT. The primary purpose is to resolve safety problems resulting from separation of major pedestrian destinations, such as schools, shopping facilities and parks, from pedestrian access. Solution of these problems will reinforce the imageability of the city. For example, design features intended to achieve pedestrian safety also call attention to major pedestrian routes or facilities of neighborhood or city importance.

EXISTING CONDITIONS. The most serious problem is the isolation by major arterials of schools and their playfields from related residential areas. Examples of this situation are Arcata High School and the Pacific Union School, both of which adjoin Alliance Road, the Sunny Brae School on Buttermilk Lane and the Jacoby Creek School on Old Arcata Road. The lack of sidewalks in some subdivisions and the lack of planting strip requirements in the city's subdivision ordinance intensifies conflicts between pedestrians and autos.

PROVISIONS. The following provisions are recommended:

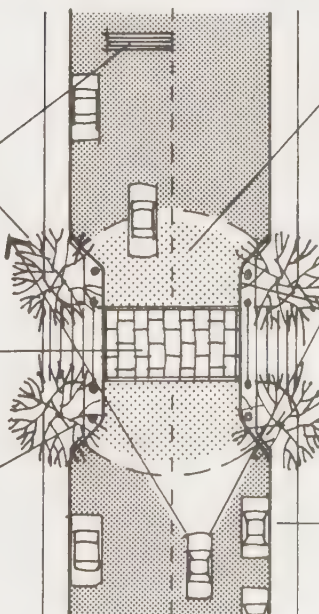
1. Major pedestrian crosswalks should be reconstructed in accordance with the provisions shown in the accompanying diagram. These measures also improve auto circulation by reducing pedestrian crossing time.

STREET TREES REINFORCE VISIBILITY OF CROSSWALK AND PROVIDE SOME RAIN PROTECTION FOR WAITING PEDESTRIANS.

CAUTIONARY STRIP

CHANGE PAVING MATERIAL AT CROSSWALK TO PROVIDE CONTRAST WITH NORMAL PAVING.

PROVIDE BOLLARDS OR RAISED CURBS TO PROTECT PEDESTRIANS.



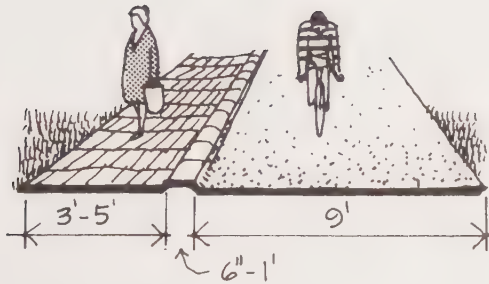
INCREASE INTENSITY OF LIGHTING BUT AVOID GLARE AND TOO-ABRUPT CHANGE IN LIGHT LEVEL. FOCUS LIGHTING ON CROSSWALK AND WAITING AREAS.

REDUCE STREET WIDTH TO DECREASE CROSSING TIME, MAKE PEDESTRIANS MORE VISIBLE, AND ALERT MOTORISTS TO CROSSWALK.

KEEP CURB-SIDE PARKING BACK FROM CROSSWALK TO GIVE ADEQUATE SIGHTLINES TO APPROACHING MOTORISTS.

2. The City's subdivision ordinance should be amended to require provision of a three to five foot planting strip in addition to required sidewalks along all roads serving more than 12 dwelling units.

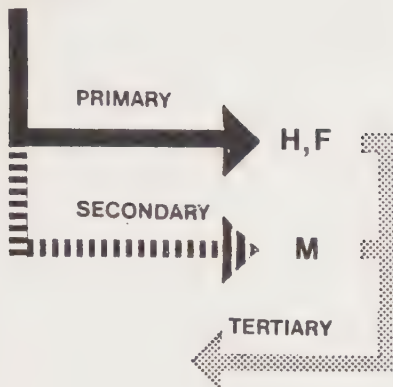
3. Where pedestrians and bicyclists share a common pathway, a separation and delineation of the space intended for the respective uses should be provided. This need be no more than a small grass strip, slight change in elevation, or introduction of a textured or raised strip.



PROVIDE LANDSCAPING FOR RESIDENTIAL STREETS

Residential streets should be provided with landscaping to increase aesthetic value, to provide neighborhood definition, and to help create safe and comfortable residential environments.

ACTION



INTENT. Landscaping provisions for residential streets are intended to fulfill several needs within the neighborhoods. The primary function is to provide an aesthetically pleasing atmosphere. All residential areas and age groups surveyed in the social needs survey responded positively to street improvements, including large street trees. Secondary functions provided by this recommendation are identification of micro-neighborhoods and establishment of a hierarchy of neighborhoods through controlled use of species and scale of plantings; climate modulation, such as summer shade and winter sun possible with selected tree species, and reduction of wind turbulence; reduction of traffic unrelated to neighborhoods, and an increase in recreational use of streets and sidewalks by residents of the neighborhoods through articulation and further definition of street spaces.

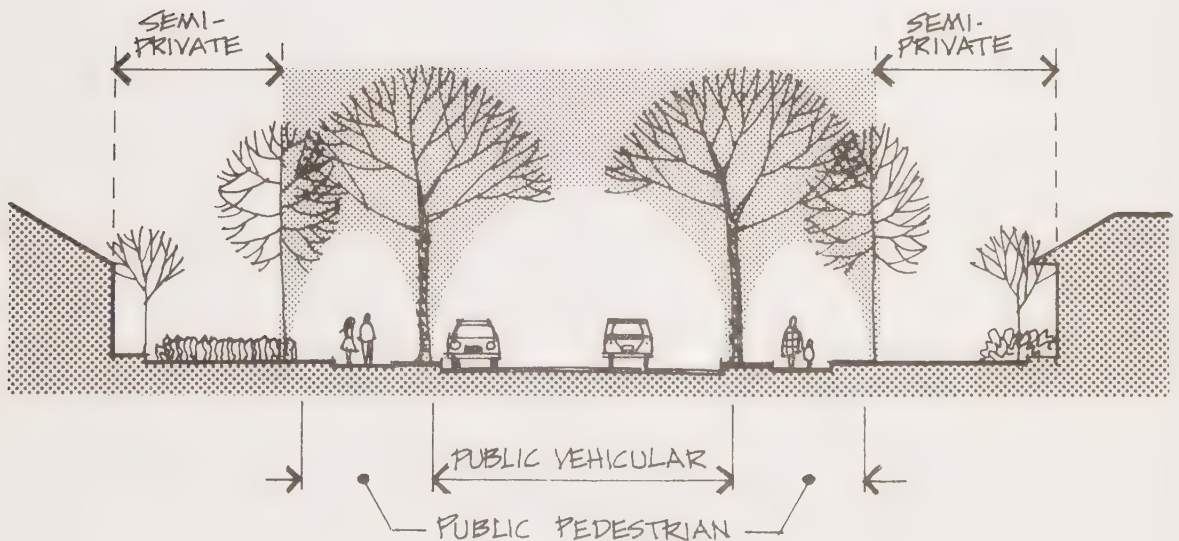
EXISTING CONDITIONS. Many streets in the newer residential tracts have no street trees, and some are entirely devoid of landscaping, except for foundation planting around the houses and apron lawns. Combined with wide uninterrupted straight or curvilinear streets, and the absence of enclosed vistas, these streets are most in need of street landscaping provisions. Other streets may have trees planted by homeowners in staggered rows, which can be added to by planting strips between the sidewalks and streets to form double canopied rows of trees. Some neighborhoods have informal homeowner tree plantings lining the streets, lending a distinct and graceful character to some blocks, and little or no tree planting in the adjacent blocks. The informal character of the tree planting should be maintained and extended throughout these neighborhoods.

Older residential areas of town and those newer areas built on hills or varied topography have assets, such as vistas, natural vegetation or mature homeowner landscaping, which should be preserved and recognized in guidelines for further landscaping. In some limited areas, the absence of sidewalks and formal tree planting is an asset, due to the dense natural vegetation and hilly topography; no attempt should be made here to standardize landscaping. Provision for protection of existing character should be made.

Some of the older neighborhoods, such as Arcata Heights, have made effective use of hedges and shrubs as formal structural elements, combined with generous setbacks.

Some isolated enclaves within neighborhoods have spontaneously developed unique landscape solutions for houses without setbacks or sidewalks. Small one-storey houses facing onto the street are separated from the street by three to four foot high fences, backed on the house side by shrub plantings. The technique is particularly useful for narrow streets, and could be employed in other areas of small lots developed for one or two-storey apartment units without setbacks on small access streets.

PROVISIONS. Street landscaping should articulate street and sidewalk spaces and functions, so that a number of activities can occur simultaneously, but without conflict. Generally, the three space needs along a neighborhood street are: (1) public vehicular, (2) public pedestrian and (3) semi-private residential. Public vehicular refers to automobile traffic lanes, the area of greatest hazard and accessibility. Public pedestrian refers generally to sidewalks, accessible to the public but in need of some protection from traffic lanes and delineation from adjoining private yards. Semi-private residential refers to the space between the private home and the public sidewalk, a privately-owned space which is either considered a buffer zone between the sidewalk and the house, or a transition zone, that can be landscaped to enhance the public space. Both situations occur in Arcata, the most frequent being transition zone landscaping with lawns and occasional



shade trees. The Arcata Heights neighborhood has good examples of buffer zone landscaping, with high hedges sharply separating the private area from the sidewalk.

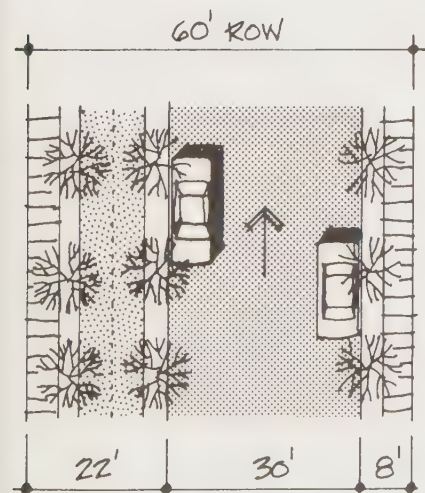
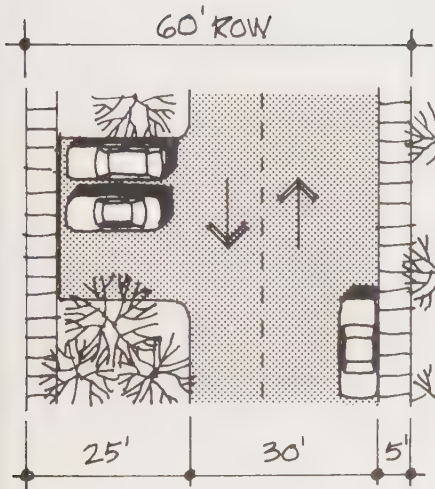
Arcata presently has a lack of definition between the three spaces, especially between public vehicular and public pedestrian, due to the absence of sidewalks, street tree planting, and ground or paving changes. The effectiveness of street trees as space definers depends on their scale, type, and growth habit. Trees planted between the sidewalk and street should arch high over the center of the street and provide a sense of enclosure; consequently, tall round-headed deciduous shade trees which provide summer shade and winter sunlight are needed. Semi-private spaces could use smaller round-headed trees notable for their color or form, or uniform hedges or shrubs to provide an inner "wall" to the sidewalk. A guide to selection of tree types for specific needs is provided in the Planting Schedule following this discussion.

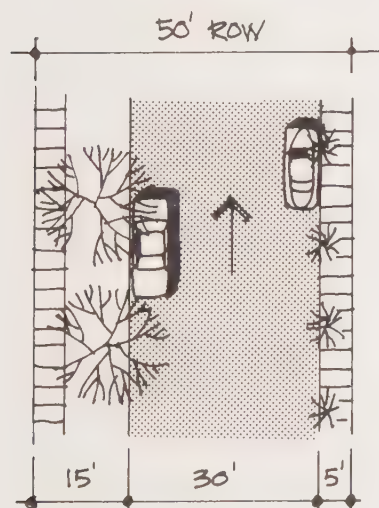
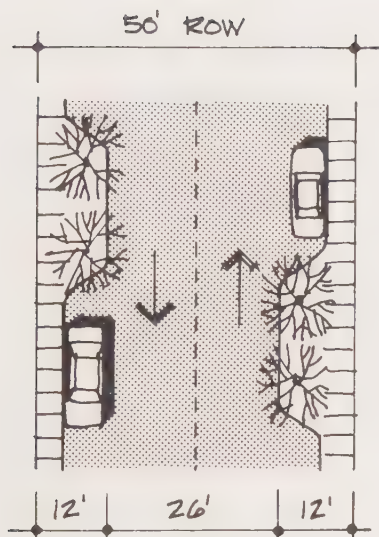
A major provision for all new developments should be a subdivision ordinance requirement of a three to five foot curbside planting strip with additional space for bicycles where appropriate.

Discussion of provisions for street landscaping on existing streets is divided into two groups, each typical of a recurrent street situation.

1. The first group of provisions is for wide residential streets often with curb-to-curb roadway dimensions of 48 to 52 feet in width with adjoining four to five foot sidewalks and a total right-of-way of 60 feet. Adjoining residences are usually set back 20 to 30 feet from the property lines. Three design alternatives are shown in the adjoining diagrams. The first would retain present two-way traffic and curb line along one street face. The roadway would be narrowed to allow for two travel lanes and one curbside parking lane. On the facing side curbside parking would be eliminated and a combination of parking bays and small recreation or landscape areas provided. Residents on the side with remaining curbside parking should be encouraged to provide large trees immediately adjoining the public right-of-way.

The second alternative would merely decrease the width of the two travel lanes to 14 feet each, retain curbside parking on both sides and thereby permit addition of a four foot planting strip along each side plus a four foot sidewalk. The third variation is similar to the first in that it would consist of a 30 foot wide roadway. However, traffic would be changed to one-way and curbside parking retained along both frontages. The advantage over the





first choice is better utilization of the reclaimed street space, i.e., it is not interrupted by parking bays. This solution should be considered where provision of a separate bike path is desired.

2. The second group of provisions applies to narrow streets. Two basic landscaping schemes can be applied to these streets. The first would retain existing two-way lanes and would introduce street space landscaping by occasional removal of curbside parking spaces, which would serve to break up the barren appearance of the street scene. This landscape scheme should be reinforced by street planting on the adjoining front yards. More space for either landscaping or pedestrian, bicyclist or recreation use can be obtained by converting the street to one-way traffic. This allows for provision of a 15 foot strip along one frontage.

On long straight streets without dramatic vistas or terminal views the landscaped areas can be shifted from one side of the street to the other to provide a greater sense of enclosure. However, where major citywide features serve as focal points for street views this effect should be heightened by placement of the street trees.

Similar streets with varied topography can emphasize the interest created by the terrain with plantings. On a narrow street canopy trees can be planted opposite each other at the bottom of the hill to produce an arching, enclosed effect, and to serve as a visual gateway to a neighborhood. The prominence of a house set above a street on a bank can be minimized by hedge or shrub plantings on the crest of a hill, with the added benefit of controlling bank erosion, and focusing the street view.

In order to implement recommendations in this section, Arcata needs to establish a tree planting program, the purpose of which would be to use plant materials to provide imageability to the neighborhoods; to articulate the variations and differences within neighborhoods; to lend form to areas which are relatively homogeneous and undifferentiated; to emphasize the existing form of neighborhoods which are already distinct, and to encourage the use of plant materials as definers of city-wide form.

Trees can provide these functions by their variations in size, color, growth habits and functions. Large round-headed deciduous trees are a good choice for street trees in Arcata, because of their changing seasonal aspect, providing summer shade and winter light, and because their shape provides a canopy and a sense of enclosure which will give form and interest to an empty, undefined street.

Trees of a single species, such as maple or oak, which have seasonal color or distinctive growth habits or foliage, should be used as a distinguishing feature of a street or neighborhood.

Plant materials can be useful as space definers. At the smallest scale, a hedge or loose shrub screen will serve the same purpose as a wall or fence, with greater visual interest. The existing cypress windbreaks and shelter belts perform a necessary function and lend visual character to the Arcata landscape.

To be effective, the tree planting program will require a citywide plan specifying tree types and species for each neighborhood and micro-neighborhood. The plan should be coordinated with street modifications, historic neighborhood guidelines, and with the citywide open space system. An implementation program, defining installation and long term maintenance responsibilities and extent of homeowner involvement, will be necessary.

The Planting Schedule which follows suggests a hierarchy of tree types, species, and planting provisions for specific situations.

PLANTING SCHEDULE

SITUATION

1. Major roadways. Streets with rights-of-ways of 50' or more. Setbacks usually greater than 20'. Streets straight or curvilinear. (Examples: Valley West and Valley East Roads, Pacific Manor, and Bloomfield neighborhoods.)

2. Streets with rights-of-way of 50' or less. Facing 1, 2, and 3 storey buildings. One-way or two-way streets. (Examples: Arcata Heights, Bayview neighborhoods, Downtown.)

3. Major intersection or walkway; locations which require signification, such as building entrances.

TREE TYPE	PLANTING PROVISIONS & TREATMENT	SUGGESTED SPECIES
Round-headed, fan-shaped deciduous trees, 70'-100' in height. 	Curbside planting strips, 5'-10' in width. Trees planted 20'-30' on center. Trained to form canopy, branch at maximum 12' from ground.	<i>Platanus acerifolia</i>, London plane tree. <i>Acer macrophyllum</i>, Bigleaf maple <i>Quercus robur</i>, English oak <i>Fagus sylvatica</i>, European beech <i>Fagus sylvatica</i> 'Atropunicea', Copper beech <i>Quercus coccinea</i>, Scarlet oak <i>Quercus garryana</i>, Oregon white oak <i>Tilia americana</i>, Linden <i>Aesculus hippocastanum</i>, Common horsechestnut <i>Liriodendron tulipifera</i>, Tulip tree <i>Ginkgo biloba</i>, Maidenhair tree.
Round-headed, fan-shaped deciduous trees, 35'-50'. 	Curbside planting strips, 3'-6' wide. Trees planted 15'-20' on center. Trained to form canopy and branch 10'-12' from ground.	<i>Alnus rubra</i>, Red alder <i>Acer rubrum</i>, Red maple <i>Acer saccharinum</i>, Silver maple <i>Acer saccharum</i>, Sugar maple <i>Platanus americana</i>, American sycamore <i>Aesculus hippocastanum</i>, Common horsechestnut <i>Aesculus carnea</i>, Red horsechestnut <i>Celtis occidentalis</i>, Common hackberry. <i>Carpinus betula</i>, European hornbeam <i>Crataegus phaenopyrum</i>, Washington thorn <i>Prunus cerasifera</i>, Flowering plum <i>Prunus cerasifera</i> 'Atropurpurea', Purple flowering plum <i>Sophora japonica</i>, Japanese Pagoda tree <i>Koelreuteria paniculata</i>, Goldraintree.
Columnar deciduous trees, 40'-60'. 	Allow natural growth habit. Plant in groups or in complementary locations.	<i>Liquidambar styraciflua</i>, American sweetgum <i>Ginkgo biloba</i>, Maidenhair tree <i>Populus nigra</i> 'Italica', Lombardy poplar

PLANTING SCHEDULE (Cont.)

SITUATION

4. Parking lots, bus stops

5. Entrance to neighborhoods,
traffic circle.

6. Lawn trees in semi-private
space to supplement street
tree planting.

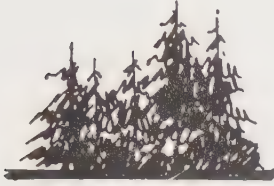
7. Hedges and screens to
separate public pedestrian
and semi-private residen-
tial spaces.

TREE TYPE	PLANTING PROVISIONS & TREATMENT	SUGGESTED SPECIES
Round-headed broadleafed evergreen and deciduous trees, 25'-50'. 	Plant to provide rain protection; a maximum distance of 40' on center, generally less. Train to form canopy and branch at 12'.	<i>Morus alba</i>, White mulberry <i>Ulmus parvifolia</i>, Evergreen elm <i>Cinnamomum camphora</i>, Camphor tree <i>Umbellularia californica</i>, California Bay laurel <i>Pittosporum undulatum</i>, Victorian box <i>Pyrus kawakamii</i>, Evergreen pear
Conifers 	Use as single specimen for accent, or as complementary trees. Restrict use to prevent excessive shade.	<i>Cupressus macrocarpa</i>, Monterey cypress <i>Pinus radiata</i>, Monterey pine <i>Pinus aristata</i>, Bristlecone pine <i>Pinus canariensis</i>, Canary Island pine <i>Pinus contorta</i>, Shore pine
Round-headed or open-crowned deciduous and broad-leaf evergreens, 30'-60'. 	Informal groupings on lawns or rows of trees to parallel street trees.	<i>Prunus cerasifera</i>, Flowering plum <i>Koelreuteria paniculata</i>, Goldraintree <i>Malus floribunda</i>, Crabapple <i>Aesculus californica</i>, California buckeye Fruit trees (apples, nuts, etc.) <i>Pyrus kawakamii</i>, Evergreen pear <i>Heteromeles arbutifolia</i>, Toyon
Dense evergreen species suitable for shaping. 	Planting strips, 3'-6' wide. Hedges 4'-6' in height. Some can be sheared, others form natural screens.	<i>Calocedrus decurrens</i>, Incense cedar <i>Sequoia sempervirens</i>, Coast redwood <i>Prunus laurocerasus</i>, English laurel <i>Ligustrum</i> sp., Privet <i>Syzygium paniculata</i>, Australian brush cherry <i>Rhamnus alaternus</i>, Italian buckthorn <i>Prunus lyonii</i>, Catalina cherry <i>Garrya elliptica</i>, Coast silktassel <i>Chaenomeles</i> (deciduous), Flowering quince.

PLANTING SCHEDULE (Cont.)

SITUATION

8. Windbreaks & shelter-belts

TREE TYPE	PLANTING PROVISIONS & TREATMENT	SUGGESTED SPECIES
Evergreen, dense foliage, heights to 60' or over. 	Up to five rows of trees. Rows 16' apart, trees 5'-15' on center, planted in alternate rows. Supplement with shrubs on windward side to increase effectiveness.	Primary trees to be used; <i>Cupressus macrocarpa</i>, Monterey cypress, can be varied occasionally with <i>Populus nigra</i> 'Italica', Lombardy poplar, in separate windbreak plantings. <i>Pseudotsuga menziesii</i>, Douglas fir, can be substituted or mixed with Monterey cypress windbreaks. Supplemental shrub plantings can be <i>Acacia Longifolia</i>, Sydney golden wattle and <i>Acacia cyclops</i>.

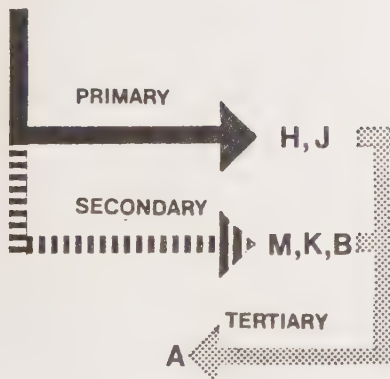
SITING AND BUILDING DESIGN

The recommendations and provisions which follow pertain to the needs of individuals and households at the immediate scale of the dwelling and its site. For the most part these recommendations are models to be followed when considering new development. A number of the aspects covered, however, lend themselves to implementation by inclusion in the city's zoning provisions and other regulations governing construction.

RETAIN NATURAL LAND FORMS AND VEGETATION

Construction on hillsides should be limited so as to preserve existing land forms and retain significant vegetation including grasses and other ground covers.

ACTION



INTENT. The natural setting constitutes a very dominant and highly valued part of Arcata residents' everyday environment and is a key factor in influencing visitors' perception of the community.

Insensitive hillside development can destroy these valued natural conditions, increase hazards which result from building in geologically unstable areas, and produce impacts on other natural areas downhill as a result of erosion and sedimentation. The intent is to ensure that development does not adversely affect natural and aesthetic values and that there is sufficient protection to life and property from hazards.

EXISTING CONDITIONS. As the population of Arcata has expanded an increasing portion of the new development has taken place on the steeper lands to the east. The amenities offered by panoramic views and a forested setting have also served as a development catalyst. At the same time a decreasing supply of level land free from flooding creates additional pressures for use of the hill lands.

PROVISIONS. The general plan's existing policy of restricting development to slopes less than 25 percent should generally be adhered to. However, since a single site can contain slopes of varying degrees, it is necessary to examine specific site conditions to determine if the land is suitable for urban uses. A site containing lands with slopes from 25 to 35 percent might be permitted to be developed if there also exist natural terraces which

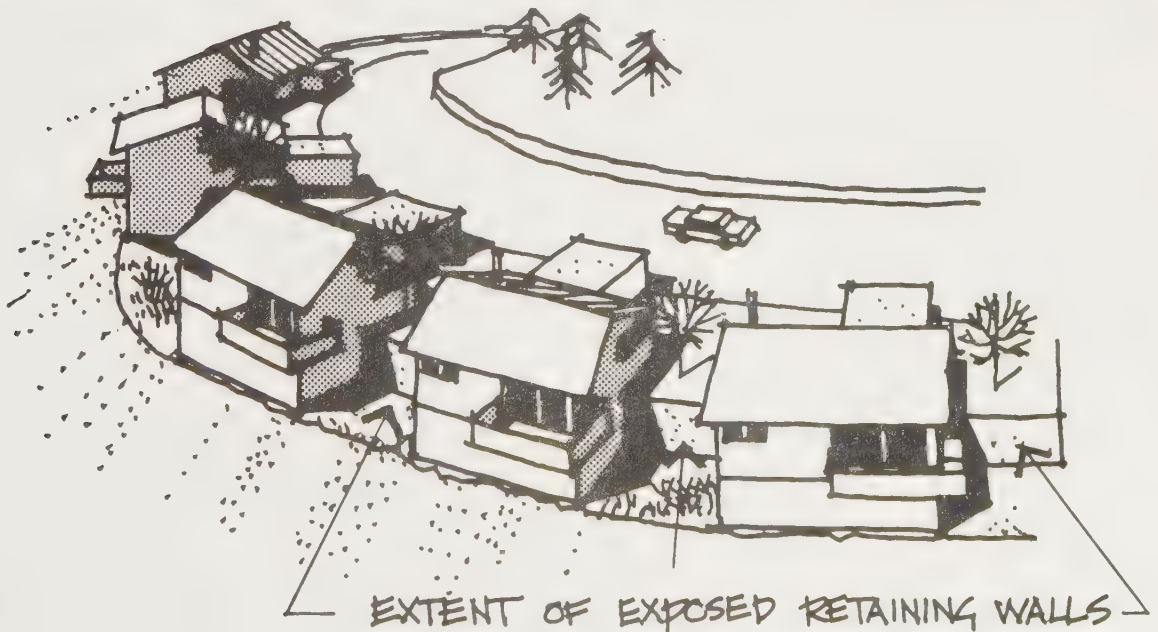
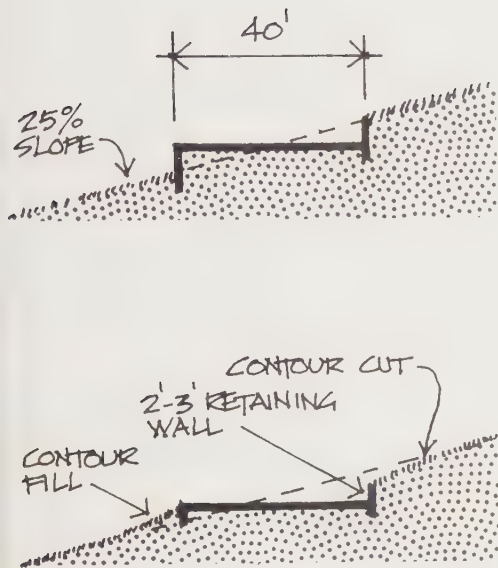
permit road and utility access without major disruption of natural conditions. The following guidelines are therefore provided to assist the city in making determinations of suitability on a site-by-site basis. These guidelines assume that prior soils and geologic investigations have determined that the land is free from major geologic, soils, or seismic problems.

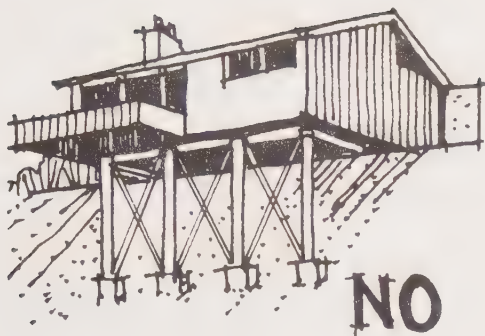
1. Where road construction is permitted on hill lands the extent of vegetation and visual disruption should be minimized by combined use of retaining structures and regrading to approximate the natural grades. The height of the retaining walls should be limited to approximately three feet, to avoid obstruction of motorists and pedestrians' field of vision.

2. On grades in excess of 25 percent construction of a 40 foot right-of-way requires substantial cut and fill and either use of high retaining walls or cut and fill embankment, both of which are difficult to blend in with the natural slope.

Therefore, roads should not be permitted to traverse slopes in excess of 25 percent. Exceptions may be made for short sections, not exceeding about 100 feet in length, if this constitutes only a minor portion of the entire roadway length, or if required retaining structures are incorporated with adjoining residential construction. (See provisions below.)

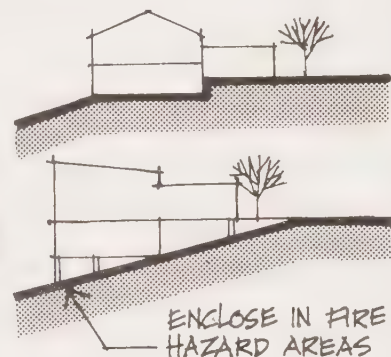
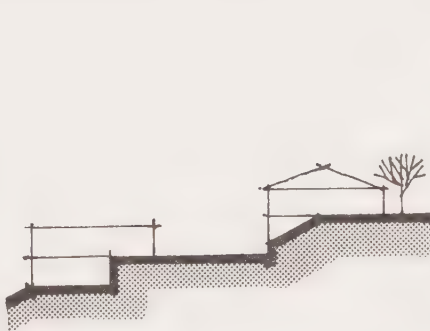
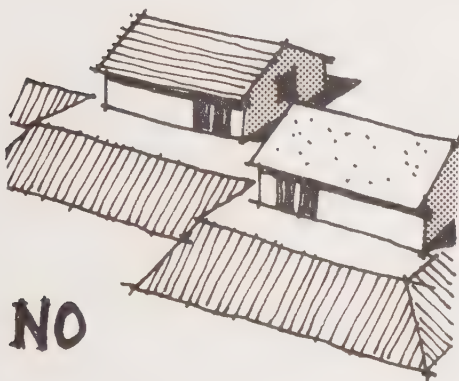
3. Where retaining structures are required for hillside roads, efforts should be made to integrate these with



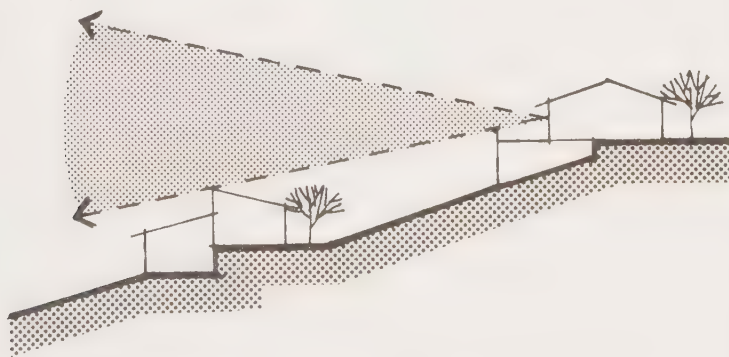
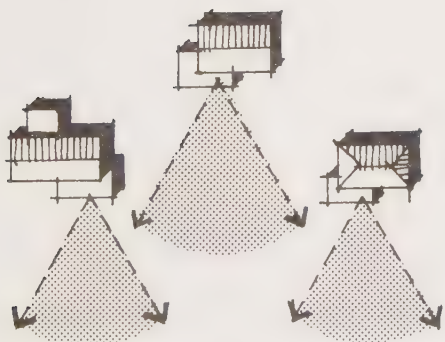


foundation walls of related residences. Residential units along hill roads should be clustered, both to reduce the road length and thus the extent of disruption, and to permit integration of roadway retaining walls with residence foundations.

4. Extensive regrading of a site, and creation of "pads" for the housing units should not be permitted. Instead the units should be fitted to the land with the regraded sections generally limited to the portion of the site covered by the structure. A number of possible design solutions are shown, the applicability of which will depend on the slope of the land.



5. Site structures at either a sufficient horizontal or vertical distance from each other to retain outward views. Require that special attention be given to design of roofs and selection of roofing materials when located so as to be seen from adjoining residences or public areas.



HORIZONTAL OR VERTICAL DISPLACEMENT FOR VIEWS

6. Encourage use of natural materials for housing units dispersed throughout hill and forested areas so as to minimize disruption of the natural appearance of the area. Where housing units are clustered greater latitude in selection of materials and colors may be allowed and contrast between housing and the natural setting permitted.

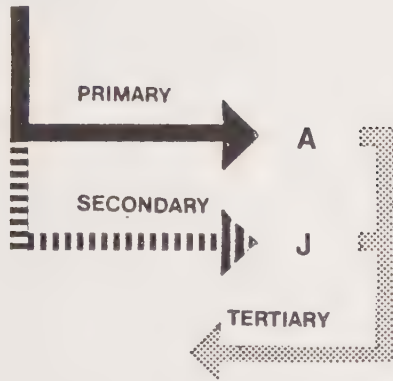
7. In order to protect existing mature trees during and after road and housing construction the following conditions should be observed:

- a. Any changes in existing grade or ground surface within the vulnerable area of trees (the dripline plus one third of that area) should be avoided. To prevent inadvertent damage, trees should be boxed or fenced at the dripline during construction. No roots over 2" in diameter should be cut outside the dripline. If grading or cutting of soil is required within the vulnerable area of the tree, no more than one-third of the area should be cut, and trees should be thinned to reduce the weight to be supported and nutrient and water demand.
- b. Changes in surface drainage, especially for those species sensitive to alteration in air and water relationships, should be avoided in the vicinity of trees. If drainage alterations are unavoidable, approximation of existing conditions near the tree should be provided, either through laying of drain tiles or pipes to prevent over-watering, or through artificial irrigation to prevent drying.
- c. Excessive dust during construction should be avoided through use of sprinklers.
- d. The ground surface within the dripline should be kept clear of debris, construction materials, paving, or chemicals. No fill material should be deposited within the vulnerable area of trees. If fill is essential, the air-water relationship should be maintained by laying coarse gravel and drainpipes along existing grade for drainage.

DESIGN FOR MAXIMUM CLIMATE CONTROL

Through site, architectural and landscape design, provide maximum exposure to sunlight and protection from adverse climatic conditions.

ACTION



INTENT. This recommendation provides for design techniques to modify climate. Buildings and plants can be used in such a way that the favorable aspects of a climate are taken advantage of and unfavorable aspects are anticipated and ameliorated if possible. Temperature and air flow inside and outside a building can be modified significantly by orientation and siting, construction techniques, and plant materials. Natural landscape tends to stabilize temperatures and reduce extremes. The following provisions specify design techniques to increase physical comfort.

EXISTING CONDITIONS. Wind, rain, and cool weather prevail in Arcata. Winds are generally westerly or north-westerly in direction and are mitigated partially by cypress windbreaks on the western side of town. Residential structures in the newer tract areas are generally sited without regard to weather conditions. The grid pattern and lot layout in Arcata Heights and Downtown do not provide adequate weather protection. A number of micro-climates exist in Arcata due to the presence of varied topography and vegetation and these can be used to advantage in climate control planning for new developments.

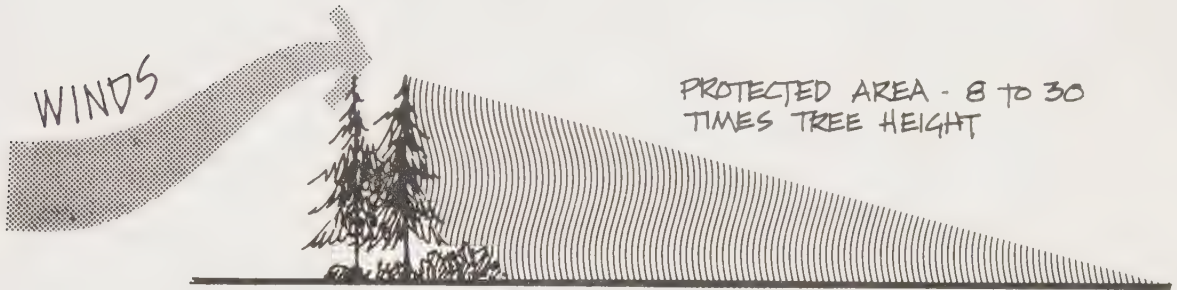
PROVISIONS. The prevalence of adverse weather conditions in Arcata require special precautions to ensure both protection from wind and rain and maximization of sunlight. To achieve these objectives the following guidelines are suggested.

1. Rain protection should be achieved through use of covered entryways on residential buildings and rain shelters for such exposed areas as bustops. Covered shelters should be provided in outdoor recreation areas to permit use during incement weather. Commercial areas should be provided with adjustable awnings along major shop frontages to provide rain protection and permit sunlight at other times.

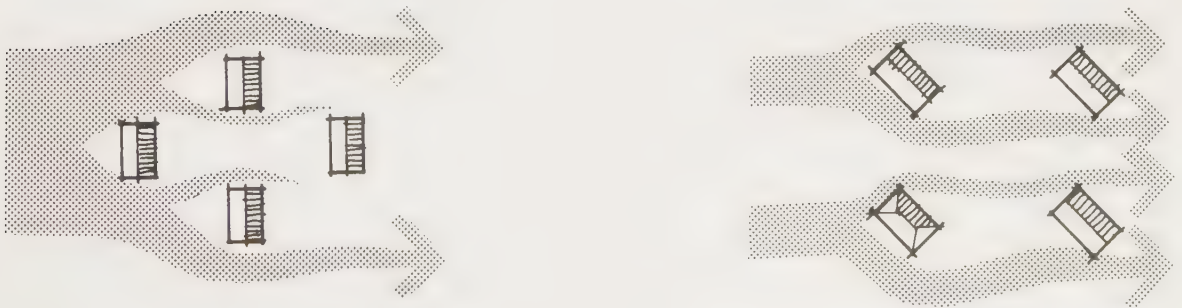
2. Sun protection is not considered critical in Arcata and indeed, the emphasis should be on maximizing exposure to sun as discussed below. Consideration should be given to screening the strong late afternoon sunlight. Plantings on

the west side should provide for a light screening of sunlight and glare produced by the west sun which can be further reduced by use of nonreflective surfaces and building materials.

3. Wind protection should be provided at several scales. For protection of neighborhoods in the western portion of the city major windbreaks should be provided to the west of housing units. Avoid locating houses on the windward side since the trees will intercept large amounts of moisture-laden fog, causing fog drip and increased precipitation along this edge. The provision of the windrows can reduce wind velocity up to 90 percent with very dense plantations and shelter an area up to 30 times the height of the shelter belt. The width of the windbreak is less important than the density of the plant materials; conifers and small-leaved evergreens are the most effective wind screen plants.

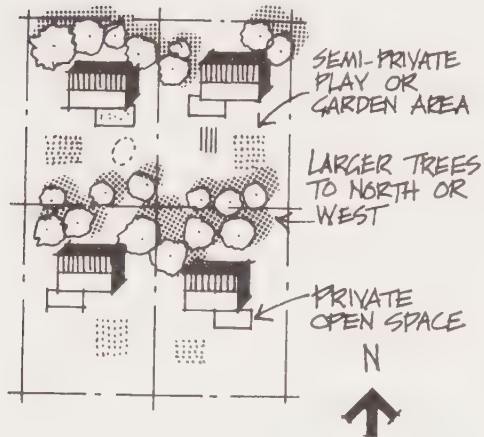


Additional reductions in wind velocity can be provided by street planting, by siting buildings at a 45 degree angle to the direction of the wind flow, and staggering the rows of buildings.



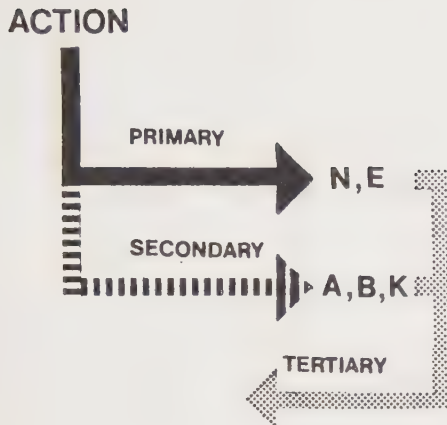
4. Sunlight can be maximized by carefully siting both structures and vegetation. Private outdoor areas should be located on the east, south or west sides of dwelling units, preferably with two orientations to maximize the number of hours of sunlight. Adjoining structures should

be of such a height and position that there is minimal shadow pattern produced on related yard spaces. Available sunlight for interior areas should be optimized by orienting major living areas (living room, family room or kitchen) to the east, south or west.



DESIGN HOUSING FOR BOTH PRIVACY AND SOCIAL INTERACTION.

Housing structures and sites should be designed to achieve the optimum balance between needs for privacy and sociability.



INTENT. Man has need for both privacy and social contact. The intent is to provide for these needs in a balanced fashion within the immediate residential environment. Opportunities for social contact should be devised so that socializing is a matter of choice. It has been suggested in sociological studies that families protected against unwanted visual and auditory intrusion into their homes would be more likely to develop satisfactory relationships with neighbors. It becomes necessary then to design out unwanted intrusions while providing spaces where the contact can be voluntarily initiated.

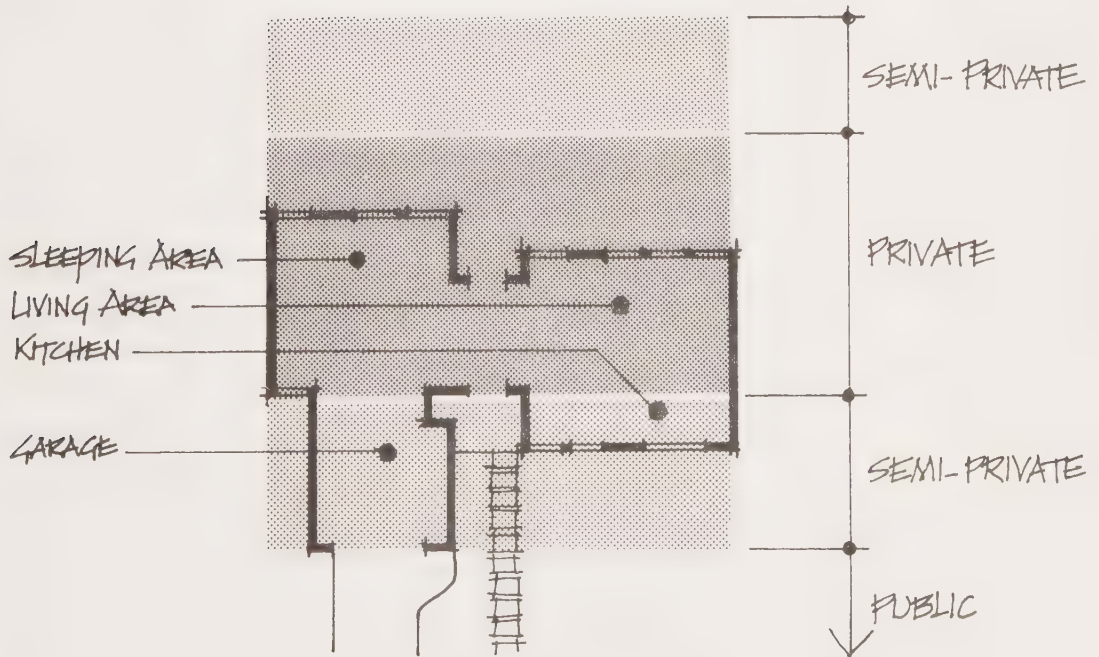
Providing for a balance between privacy and sociability is considered important for one's state of mental and physical well-being. It also becomes a means of establishing social control over the immediate residential environment and in this way reducing the potential for vandalism, theft, or assault.

EXISTING CONDITIONS. The desire for privacy by Arcata residents is clearly documented in the survey done as a part of this study. When asked their opinion about the need for private outdoor space, 69 percent responded that such areas were highly desirable, 22.8 percent responded that they were desirable and 72 percent wished to have this yard space screened from neighboring residences and public streets and walkways. Fifty-eight percent wished to have windows in living areas such as a living room and dining room screened from neighboring residences, walkways and streets; 79 percent responded that similar screening in sleeping areas and bathrooms is desired. In a related question, 45 percent of the residents disliked residential sites without boundaries such as fences or hedges, while only 19 percent preferred this type of living environment.

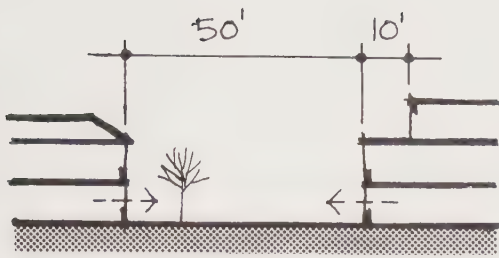
A survey of existing housing conditions shows that many residential structures fail to provide for these privacy needs expressed by residents. This problem is most severe in new multiple housing, where living areas front directly on to common parking, walkways immediately adjoin windows in living or sleeping areas and minimal distances are provided between facing windows. These conditions result in both visual and auditory intrusion. Similarly, the need for private outdoor space is

ignored or, when provided for is at such a minimal standard that use is severely limited. The Humboldt Plaza is an illustration of these problems. Observations made on several days, one a sunny day and the other on overcast day, revealed that the vast majority of residences had all shades or drapes closed. An analysis of the site plan readily explains why this occurs. Major walkways immediately adjoin residence windows, no private outdoor space is provided, common outdoor areas front directly on to the units, and the windows of the units are oriented toward windows of adjoining units. Many smaller scale multiple dwelling developments in Arcata have the same and additional problems. The present zoning ordinance lacks adequate provisions to deal with this problem.

PROVISIONS. To provide for a balance of privacy and sociability it is recommended that housing areas be designed to provide for three zones of contact: a) private, where members of the individual household have no or minimal visual and auditory contact with neighbors; b) semi-private, where eye contact and face-to-face social contact can be initiated when desired; and c) public, where common possession of the area by adjoining residents is assumed and residents have both visual and auditory supervision of the area. Provisions related to these zones are outlined below.



Private Indoor



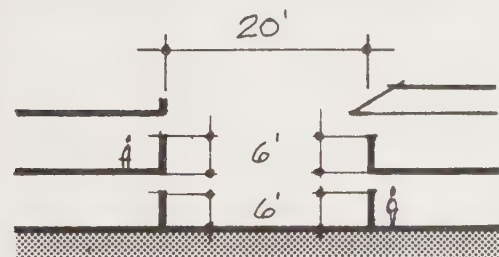
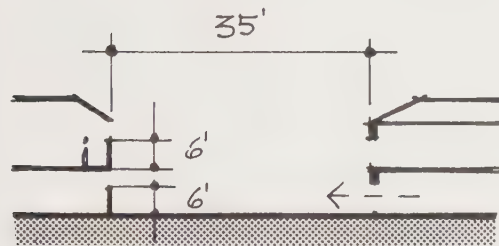
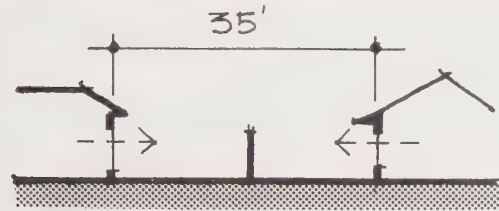
1. The following distances between structures should be provided to ensure adequate indoor privacy. (Note that these proposed standards represent a major departure from both the approach and requirements of the existing and proposed zoning ordinance. Under the proposed standard the distance between structures is not determined abstractly by property line but rather by the actual relationship between interior living areas.)

a. Fifty feet, where living and sleeping areas (i.e., living room, family room, dining room, or bedroom) of one structure face onto the living or sleeping area of an adjoining structure. Where facing structures are one-storey and an intervening solid screen of 6 feet height but not exceeding eight is provided, the distance may be reduced to 35 feet. For structures over two-storeys an additional setback of 10 feet is required for each additional storey. However, the additional setback need only be provided above two-storey height.

b. Thirty-five feet, where the wall of a structure facing a living or sleeping area contains no windows or glazed floors, or windows have a sill height of six feet or more above the finished floor line of the interior space to which it relates.

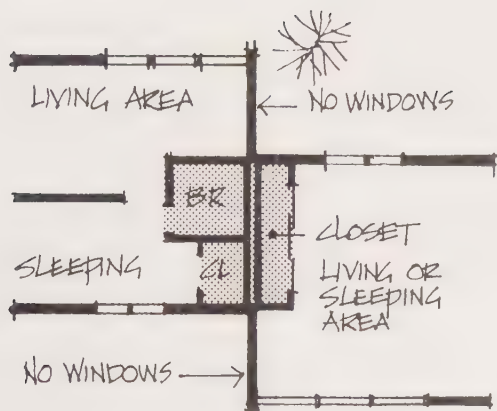
c. Twenty feet, where both facing walls contain only windows with sill heights of six or more feet above the finished floor line of the interior space to which they relate.

d. Six feet or zero feet, where the facing walls of both structures contain no windows or glazed doors.



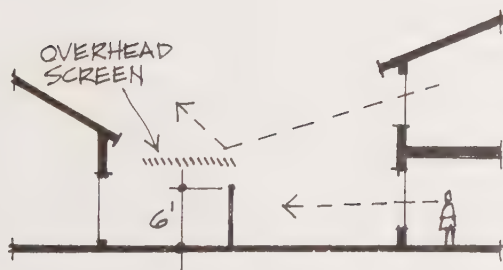
Variations from these guidelines should be permitted when it can be demonstrated that the intent is met. The accompanying diagrams illustrate possible variations.





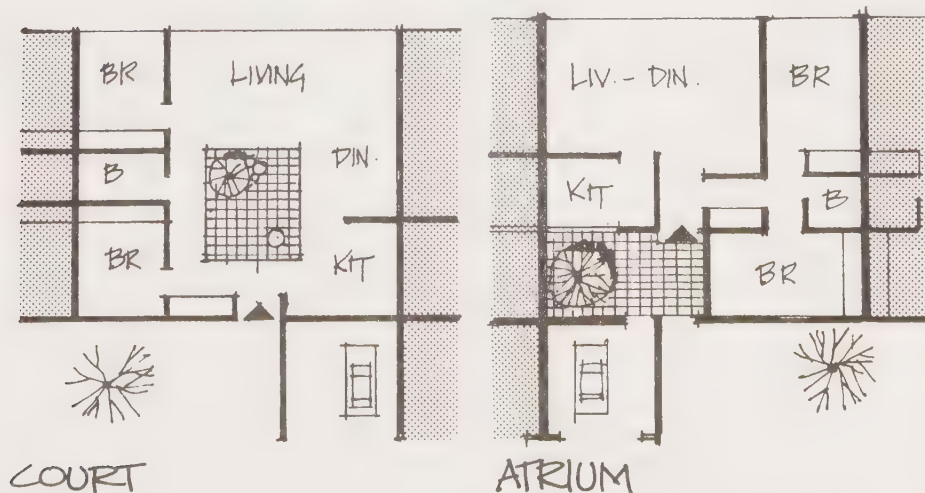
2. Where no sideyard is provided between dwelling units the interiors should be laid out to minimize noise intrusion from adjoining units. Three means or combinations should be used: a) provide double wall with sound insulation; b) do not locate living areas, where noise levels created by music or conversation are likely to be high, or sleeping areas, where quiet is desired, along common walls; c) locate storage areas, laundry areas, or bathrooms along common walls to act as sound buffers.

Private Outdoor



Private outdoor zones should be provided for all dwelling units intended for family living, and for the majority of units accommodating childless couples or unrelated individuals. (See later provisions pertaining to the design of outdoor spaces for discussion of dimensions.) The space should be screened from view of adjoining residences, streets and public walkways. A wall or screen of approximately six feet should be used to ensure privacy. This dimension should be varied where topographical conditions either require an increase to ensure privacy or a reduction in height can be achieved while still meeting this objective. Where either the height of adjoining structures or change in ground elevation permits views down on a private space an overhead screen should be provided over a portion of the area to provide for privacy.

Consideration should also be given to the use of court or atrium plans in areas where a single family type of housing is desired but at densities higher than conventional subdivisions. The use of this type of house plan permits a more compact development while still meeting the guidelines for interior privacy and private outdoor space.



Semi-private Indoor

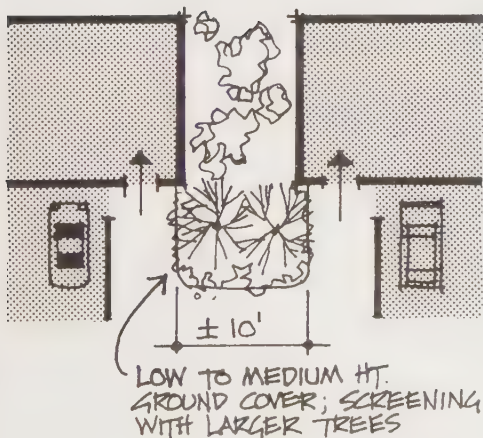
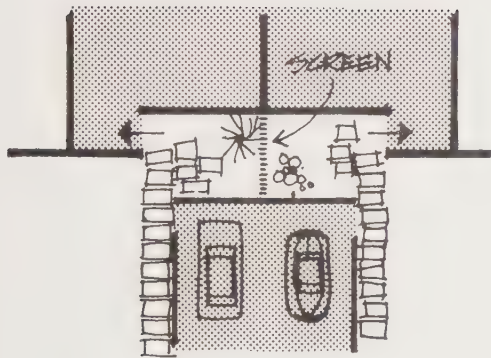
A portion of the interior space should be designed as a semi-private area (i. e., space where one can look out and survey adjoining outdoor semi-private or public areas). The purpose is to help promote social control over the areas, and allow for supervision of children at play. Usually the kitchen is an appropriate room to design for this function, although other areas, such as entrance halls and family rooms, can be designed with this function in mind.

Semi-private Outdoor

Two types of semi-private outdoor space should be considered. The first consists of yard space which is not visually related to the main entrance to the house, commonly the backyard or sideyard, permitting over the fence contact. By providing both private and semi-private outdoor areas individuals can control the extent and type of social contact which takes place without offending neighbors.

The second type of semi-private space consists of areas adjoining entrances to the units and related parking areas. These spaces serve as transition zones between the public spaces and more private areas of the residence.

Special care should be taken in the design of these spaces to protect against forced social contact. Studies have indicated that where there is too close proximity between entranceways and no visual distinction made as to which part of the area belongs to which residence, conflicts are more likely to occur. Conversely, site and housing designs which clearly distinguish the relationship of these entrance zones to the residences, while still permitting eye contact and choice in establishing social contact, produce fewer conflicts. Generally this tends to be more a problem with townhouse and multi-family dwellings but the condition can also occur if common driveways or facing side entrances are used for single family detached residences. A similar kind of filtering function should be provided for between the entranceway and sidewalk and street spaces. A number of different design solutions are possible, a few of which are illustrated in the accompanying diagram.



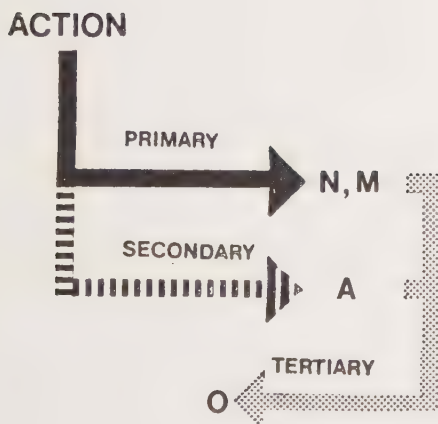
Public

Public areas immediately adjoining residences, such as walkways, streets and common open space, should be

designed to permit visual contact and thus opportunities for socialization among the residents. These areas should be sited to ensure visibility from adjoining residences to help achieve an informal social control over use of the area. Generally, common open space intended as recreation and socializing points for residents should be sited to coincide with the main auto access to the residences, i.e., where the greatest chance of contact occurs. Other means of permitting contact, at the residents' options, should be utilized to the fullest extent possible. For example, clustering of mailboxes permits either accidental or intended contact.

PROVIDE PRIVATE OUTDOOR SPACE

Sufficient outdoor living space should be provided to accommodate the private recreation and leisure needs of individual households.



INTENT. The mental and physical well-being of residents is dependent upon a balance of meaningful work and leisure. Private outdoor space provides for a part of the spectrum of leisure needs, namely those which take place in the privacy of the individual household. Private outdoor space at this scale also provides the resident, whether owner or tenant, with a place he can manipulate or shape to reflect his own needs and taste. By screening the space he can fulfill this need without impinging on the values of others. In addition to providing for basic recreation needs a private outdoor space indirectly promotes a sense of personal worth and control over one's own affairs.

EXISTING CONDITIONS. The popularity of the single family detached home is derived in part from the value attached to the ownership of yard spaces and the resident's freedom to develop and use these areas as he wishes. Survey of Arcata's residents indicates that 92% of the respondents prefer private yards with use controlled by residents of the household. In most of Arcata's multiple dwellings, however, these opportunities do not exist. Where outdoor space is provided it is most often so minimal that its use is severely limited. In other instances the space is sited without regard to sun orientation, privacy, or the potential for noise intrusion from automobiles. Since an increasing portion of Arcata's housing supply is likely to be some form of multiple housing, attention should be given to this need. Zoning

revisions now under review would help satisfy this need. However, additional guidelines should be provided to ensure that outdoor space becomes an asset and not a liability due to poor design.

PROVISIONS. Private outdoor space should ensure privacy, convenience, and accommodation of outdoor activities associated with the residents for whom it is intended (e.g. families with children, students, childless couples). The specific guidelines outlined below should be adhered to:

- a. All housing structures containing more than one dwelling unit should be required to provide private outdoor space in accordance with the schedule below:

Ground Level Units (required for all units)

Efficiency or one bedroom	100 square feet
Two bedrooms	140 square feet
Three bedrooms	180 square feet
Four or more bedrooms	200 square feet

Upper Floor Units (required for 50% of units)*

Efficiency or one bedroom	60 square feet
Two bedrooms	80 square feet
Three bedrooms	100 square feet
Four or more bedrooms	100 square feet

*At least 60% of the units provided with private outdoor space should be for units larger than the median.

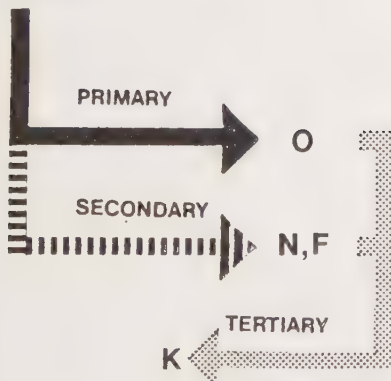
- b. The minimum dimension for ground level private outdoor space should be nine feet (i.e. sufficient in width to accommodate a moderate sized table with chairs). The minimum dimension for upper floor private outdoor space should be six feet (i.e. sufficient space for seating and circulation).
- c. Private outdoor space should be directly accessible from major living areas (i.e. living room, family room, dining room).
- d. Outdoor space should be at the same elevation as the indoor space to which it relates. (Exceptions should be considered on hillside lots.)
- e. Ground level outdoor space should be screened from view by a wall, screen or hedge at least six feet but not more than eight feet high.

- f. To ensure adequate sunlight, outdoor space should not be located on the northside of the unit. Where possible the space should provide for two orientations (east and south or south and west) to maximize exposure to sunlight. Due to the climate in Arcata a western exposure is acceptable but consideration should be given to landscaping to reduce late afternoon glare.
- g. The majority of the space should be paved in durable materials with relief provided by ground covers. The design should be flexible enough to permit owners or tenants to arrange and landscape the space to meet their needs and tastes. (See discussion on privacy, page 72, for additional guidelines.)

PROVIDE DWELLING UNIT IDENTIFICATION

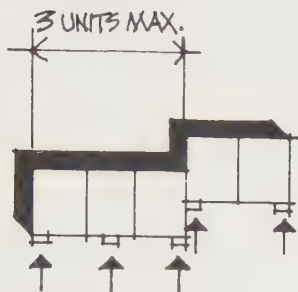
Individual dwelling units, whether single-family or multiple structures, should be readily distinguishable from the exterior.

ACTION

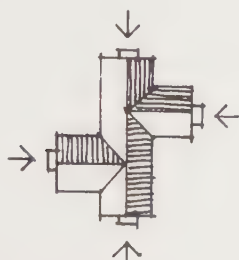


INTENT. Evidence suggests that residents prefer housing which can be readily identified with them. This is shown by the wide-spread preference for single-family homes, which tend to reinforce the residents' own identity and sense of individuality. It is assumed that this reinforcement will in turn produce a greater sense of pride in the home and its surroundings and thus promote better maintenance and a reduction in vandalism. Articulation of the exteriors of dwelling units also promotes an appearance in keeping with the city's small town scale.

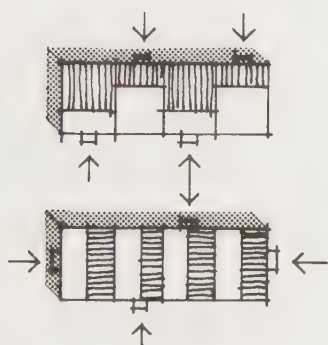
EXISTING CONDITIONS. Many of the older subdivisions in Arcata initially consisted of look-alike tract homes. Over the years, however, landscaping and modifications to buildings have begun to create a greater sense of individuality. Residents of multi-unit structures there has been less opportunity to offset the monotonous and often barrack-like appearance of many apartment structures, since tenants are usually not free to make modifications to either grounds or structures. The design of most of these structures and their sites allow few opportunities for change. The preference for private entryways and identifiable units is borne out by related survey work which shows that 59 percent of the respondents now living in apartments prefer these features. Only 11 percent responded negatively.



NO ENTRANCE
AMBIGUITY



DISTINCTIVE FACADE
DESIGNS



VARYING ENTRANCE
SIDES

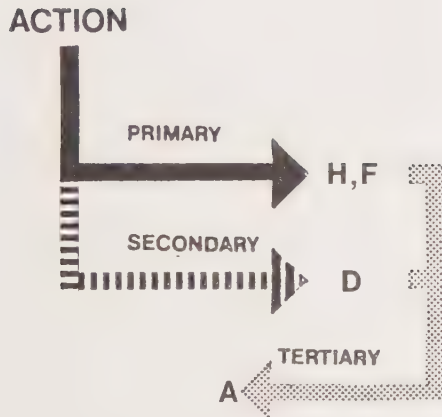
PROVISIONS. A number of methods are available to distinguish individual dwelling units within multi-unit structures. Caution should be exercised in employing these methods since the danger exists of creating an unacceptably chaotic appearance. For one and two-storey structures the following methods can be applied.

- Provide for separate and readily identifiable entrances. Common or side-by-side entrances should be avoided.
- A structure should be broken into identifiable subunits so that the resident can easily distinguish his unit as being the unit on the right, the unit on the left, the unit in the center, etc. The accompanying diagrams illustrate several alternative arrangements.
- Provide for slight alterations of color, material, or detail. When using this approach it is best to maintain consistent color and materials for the majority of the surface area. Differences in color can be introduced in the window or door trim, or the door itself. Fenestration can be varied, and trim detail altered.
- Alter landscape design and materials so as to distinguish among units.
- Allow for and permit individual modification by residents of the related exterior of their units (e.g. adding awnings, painting doors, changes in door hardware).
- Allow for and permit residents to landscape a portion of the related exterior space.
- Provide visible entryway space, either interior or exterior, in which residents can place plants, pottery, baskets or other articles.

For multi-storey structures identification of individual units is more difficult. Since entranceways usually open on to interior hallways, no exterior identification is possible. Many of the same methods, however, can be applied internally. From the exterior, the design should articulate both individual floors and units in the structure. Balconies may be employed as areas which can reflect individual taste by added awnings, potted plants, etc., and which therefore become readily identifiable from ground level.

MAINTAIN A PLEASING SCALE RELATIONSHIP BETWEEN STRUCTURES

In residential areas buildings and related outdoor spaces should be designed to avoid abrupt changes in building scale and to maintain a domestic appearance.

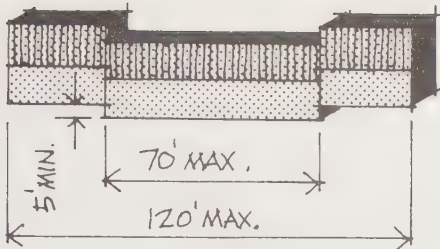


INTENT. The desire expressed by Arcata residents to maintain a small scale appearance within neighborhoods (see Existing Conditions discussion) is an expression of aesthetic, psychological and social concerns. The provisions recommended below seek to respect these desires, while allowing for diversity in housing type as called for in other recommendations of this report. The intent is to establish guidelines by which building scale and the scale of outdoor spaces created by structures are not visually oppressive. These provisions serve as a means of designing an environment which is aesthetically pleasing and compatible with the existing scale of the community, and of improving the psychological well-being of residents while allowing for social diversity and greater opportunities for social interaction among members of the community.

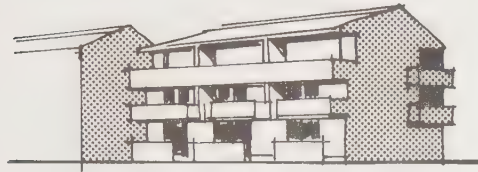
EXISTING CONDITIONS. For the most part a domestic scale of structures and spaces prevails throughout Arcata. Structures are generally one or two-storey and most often single family detached residences. Where multiple housing has been introduced three patterns have been produced. In the first apartment structures are low, three to six unit buildings, in scale and appearance not unlike single-family structures. The second pattern consists of one and two-storey townhouses or garden apartments with heights generally consistent with the predominant single family pattern, but with long unbroken facades. The third pattern occurs with larger apartment structures, usually two and three storeys high, with interior, doubled loaded corridors. The latter stand out from the prevailing residential scale due to the differences in height and bulk.

The concerns of Arcata residents regarding differences in building size and scale are reflected in survey results which showed that 36 percent of residents disliked small apartments, duplexes and fourplexes, while the balance either preferred or did not care if such units were located in their neighborhood. When asked about apartment structures of more than four units, 74 percent expressed their disapproval. The percent expressing disapproval rose to 80 when asked to state their opinion on location of apartment structures of more than four-storeys within their neighborhood.

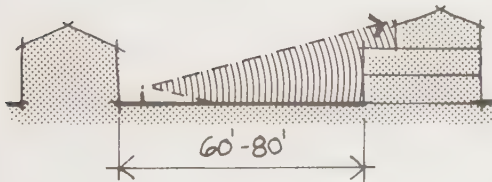
PROVISIONS. Outlined below are some methods of achieving an acceptable and satisfying visual and psychological scale of development at the neighborhood level. These provisions complement earlier proposals to organize neighborhoods into micro-neighborhoods internally consistent in scale but varying in scale from nearby micro-neighborhoods.



1. Total length of a structure should not exceed 120 feet. An unbroken facade should not exceed 70 feet. (An unbroken facade is defined as any exterior wall surface without at least a five foot deep setback or projection. See accompanying diagram.)



2. Structures higher than two-storeys should be designed to emphasize a horizontal rather than vertical appearance. This may be accomplished by slight projection or recession of respective storeys, by use of building materials such as horizontal wood siding, shingles with an exposure of 6 inches or less, or brick, by changes in building materials, the use of balconies, or horizontal dimensions of fenestration. (The exception to this rule is in the Arcata Heights area.)



3. Storeys above the second level set back a distance of approximately six to 10 feet to reinforce a horizontal appearance, and more importantly, retain at ground level a more human scale (i. e., one in which a person can take in an entire visible building facade when standing at a distance of 60 to 80 feet from the building - a normal viewing distance across a street, parking area or from nearby residences.)



4. Where buildings of three or more storeys are sited within the same or immediately adjoining housing clusters the impact of change in scale should be mitigated by providing a canopy of trees or an overhead structure to retain the dominant building scale. (See accompanying diagram).

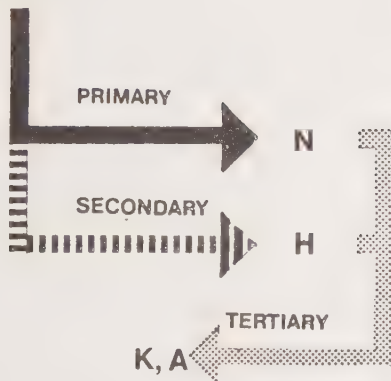
5. Changes in roof levels and planes can be used as a means of breaking up mass and bulk of buildings.

6. Materials and details should be used to convey a more intimate scale. For example, brick, wood shingles, or wood siding provide a sense of scale; conversely, uninterrupted surfaces of stucco or concrete are essentially "scaleless". If the latter materials are used the surface should be broken up by careful introduction of other materials, or fenestration, balconies, and doorways used

to provide a sense of scale. Building details which convey a sense of scale (e. g., doors, windows, steps, handrails) should be emphasized.

7. Natural site features, such as trees, hill forms, rock outcroppings, and stream courses should be retained as scale giving elements. Building forms should not be permitted to visually dominate these elements.

ACTION



NO

IMPROVE SITING OF RESIDENTIAL PARKING

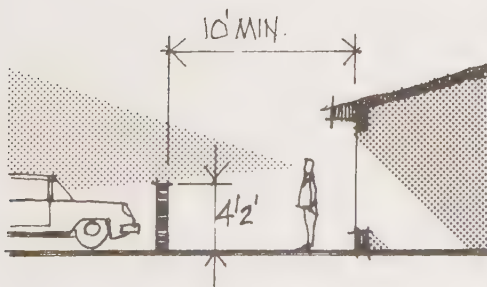
Parking for residences should be designed to protect the privacy of the residents. Intrusion by auto noise and lights and visual disruption of the site by expansive, unlandscaped parking areas should be prevented.

INTENT. The recommended parking provisions are a means of protecting residents' privacy as well as avoiding disruptions which adversely affect livability of residences. The provisions are intended to promote a visually attractive setting, and to respond to specific problems created by current building practices in the city which produce undesirable living conditions and lead inevitably to leasing problems and rapid decline in the value and condition of the property.

EXISTING CONDITIONS. Existing and proposed zoning provisions regulate screening of parking from adjoining lots and street spaces but do not deal with the relationship between the housing unit and parking. As a result recent apartment house construction has, in a number of cases, sited parking immediately adjoining windows serving major interior living areas without regard to problems of privacy, noise, intrusion by auto lights, or exposure to exhaust fumes.

PROVISIONS. The following provisions should be applied to all multi-unit housing.

1. Parking spaces should be sited at least 10 feet from residential structures unless provided for in an attached garage or carport.
2. Open parking which faces onto glazed doors or windows, sills of which are lower than six feet from exterior ground elevation, should be separated by a wall or dense hedge at least four and half feet tall.



3. Access roads and aisles for parking should be no closer than 15 feet to residential units. Where no windows or doors are located, distance can be reduced to 10 feet.

4. Access roads and aisles should be sited and screened so as to prevent auto lights shining directly into windows.

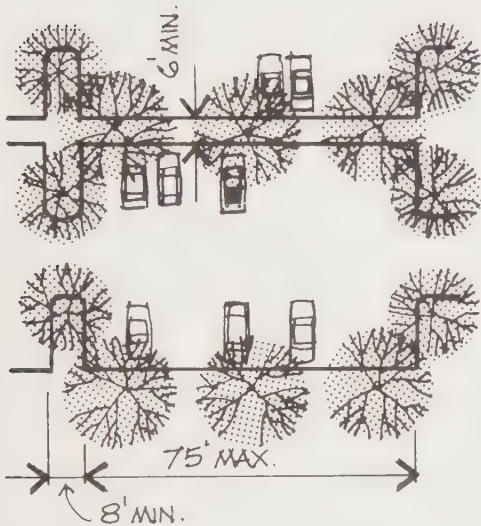
5. Pedestrian access to apartment structures should be provided separate from parking areas (i.e., it should not be necessary to walk across parking areas to gain access to the building).

6. Open parking should be broken into bays not exceeding 75 feet in length, with space between bays for pedestrian access and landscaping provided (See accompanying diagram).

7. Trees should be planted at intervals no greater than 40 feet on center along the perimeter of each parking bay. Lower branches of trees should be at a height greater than six feet to permit surveillance of the area. Shrubs higher than three feet should not be used.

8. To further minimize visual impact of parking areas, and still provide adequate surveillance, earth berms or dense hedges of approximately three feet, or a combination thereof, should be used around the perimeter of parking areas.

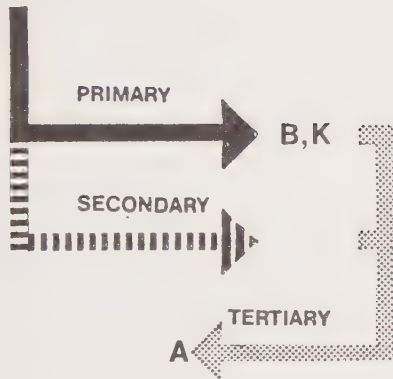
9. Lighting should be provided for parking areas. Lumenaires should be designed and mounted to shield adjoining residences from light. Lumenaires should be of a height in scale with the residential setting (i. e., no greater than 14 feet in height).



IMPROVE HOME SECURITY

Buildings should be sited and constructed to reduce the potential for theft, robbery, vandalism, and assault.

ACTION



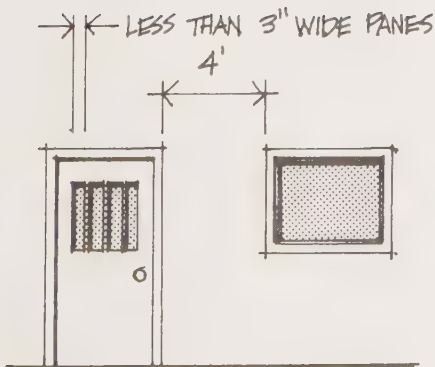
INTENT. Although crime is brought about by underlying social conditions, and not by the design and condition of the physical environment, there are nevertheless physical planning and design steps which can help protect individuals and households. These measures take two forms. The first consists of improving the security of the residence, the second of promoting social control over the immediate residential environment by increasing visual and social contact among residents.

EXISTING CONDITIONS. Arcata presently does not have a high crime rate. However, results of the survey of social needs of Arcata residents show that more than half of the respondents felt uncertain, insecure or threatened about their safety from vandalism, theft, robbery, arson, physical assault, and sexual assault. Most apprehension was expressed about vandalism, theft and robbery.

PROVISIONS. The following provisions are designed to improve the security of the individual dwelling units, adjoining grounds and public spaces.

1. Construction of burglar proof housing is virtually impossible. The main emphasis should be placed on provision of security devices which delay the time required for illegal entry, in most cases, a sufficient deterrent. Recommended security measures include:

- a. Use of solid exterior doors without glazing, to prevent breakage of the door windows and releasing of the door lock from within. If door windows are desired the width of the glazed area should be less than three inches to prevent access to the inside lock. (Interior keyed door locks serve the same purpose but are not recommended since they hinder egress in the event of fire.)
- b. Solid exterior doors should be equipped with fish eye lens viewer or windows located nearby to permit identification of visitors.
- c. Windows should be located a sufficient distance from the door to prevent breakage of the window panes and opening of the door from within.



- d. Standard exterior doors should be fitted with dead bolt locks with a minimum bolt length of 1 inch. Sliding exterior doors should have locks on either the top or bottom track to help prevent forced entry.
 - e. Windows should be fitted with keyed window locks and the locks secured with tamper proof screws.
2. Buildings should be designed and sited to facilitate surveillance by neighbors. Specific design and siting guidelines include:
- a. Locating doorways so that they can be seen from the street or from adjoining properties.
 - b. Avoiding use of dense landscaping or solid fences which obscure views of doorways from the street or adjoining properties. The need for privacy can still be maintained by partial screening (i.e. low walls, landscaping or pierced walls) which entryway and visually sets it off from adjoining private property or public areas.
 - c. Employing design approaches recommended elsewhere in this report to achieve greater social contact at the micro-neighborhood scale, and a sense of possession, and thus control, of public areas which adjoin residences.

Of the recommended steps the promotion of great social contact is considered the most important and effective.

SPECIFIC NEIGHBORHOOD IMPROVEMENTS

Specific provisions are set forth below for most of the community's neighborhoods. (See Figure 1 for locations.) These provisions are not intended as neighborhood or area plans. Instead they respond to particular issues or potentials closely related to major social goals. Previous provisions dealing with neighborhood or site and building scale recommendations are cross-referenced where they apply to specific conditions within a given neighborhood. In most cases a statement of intent is not included since the assumed causal relationships are explained earlier.

ARCATA HEIGHTS

The quality of the residential environment of Arcata Heights should be protected and enhanced by: (1) preserving structures, land forms, and vegetation of historic and visual significance and integrating new development with these elements; (2) eliminating existing or potential through traffic movement which produces safety and noise problems for residents; (3) revitalizing the University related commercial area at G Street and 16th Street to better serve students and area residents; (4) accommodating citywide pedestrian and bicycle circulation with local links to this network; and (5) undertaking street landscape programs to enhance the existing pattern of street trees and minimize visual disruption created by overhead utility lines.

EXISTING CONDITIONS. Arcata Heights is a microcosm of the traditional American small town. Within its boundaries are the town high school, the now vacated Stewart Elementary School, a baseball field, the town cemetery, churches, and a fine collection of older, well-maintained homes dating back to before the turn of the century. From its houses and streets one can look down upon adjoining agricultural lands or across to forested hills. Below, within walking distance, is the downtown.

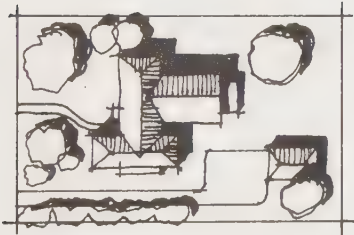
The hilly topography of the area has resulted in a street pattern which restricts auto movements through portions of the neighborhood. Unfortunately, use of G and H Street as a one-way couplet has produced noise and safety problems which will become worse with completion of the current freeway construction. Fourteenth Street

poses a similar threat since its function as a crosstown route is expanded due to its new connection to the freeway.

The same hill forms which restrict auto movement accentuate visually the area's importance. This effect is further enhanced by the massive cypress windrows along the northern boundary.

Along the neighborhood's eastern edge, fronting on G Street between 15th and 17th Streets, is a small commercial area primarily serving the needs of University students. Commercial structures consist of one-storey, rather typical and undistinguished store-front buildings. A chaotic appearance is created by random use of materials and disorganized commercial signing. Besides its poor visual appearance, the area does not relate well functionally to either vehicular traffic along G Street or the pedestrian and bicycle accommodations now under construction in conjunction with the freeway project. For example, sidewalks along G Street are only five feet wide and shoppers are exposed to both the noise and hazards of traffic. This situation can be expected to become worse with completion of the freeway interchange. Nearby motels and apartments which serve the student population increase the potential for conflict between pedestrians and vehicles.

Chiefly, the fine examples of Victorian architecture establish the character and desirability of the area. Major features associated with these structures are summarized below and serve as the basis for specific design guidelines in the following section.



Siting: Large frontyards and sideyards. Houses centered in lot. Carriage houses or garages provided at rear of residences.

Heights: Houses two to three-storeys with high gables or hip roofs with dormers.



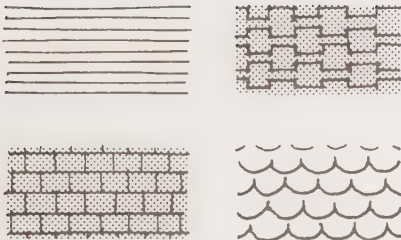
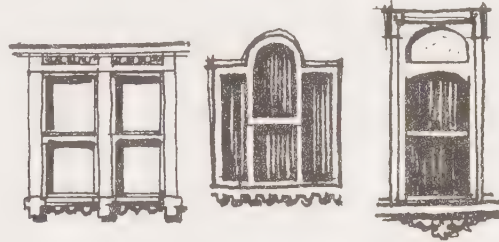
Rooflines: Varied, broken with gables and hip roofs predominant. Spires and turrets on larger homes.





Facades: Broken up in both horizontal and vertical planes by bays and projections. Floor levels clearly articulated.

Fenestration: Vertical emphasis, generally rectangular with some arched lintels, and circular windows. Strong trim detailing.



Surface Materials: Predominantly wood, with horizontal board siding or shingles, sometimes in combination. Wood trim and decorative features. Roofs are generally asphalt shingled.

Color: Painted generally with contrasting trim. Predominantly earth tones but occasional use of primary colors. Both dark and light tones used. Roofs usually grey.



Landscaping: Mature trees, large hedges and shrubs, lawns, some fences bordering sidewalks. Frontyards often partially screened by hedges or fences.

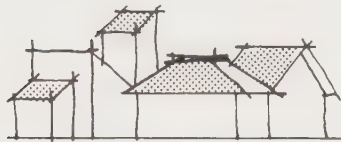
PROVISIONS. The overall purpose of the following guidelines and improvements is to avoid creating economic pressures, through zoning, which lead to demolition of historic structures. Provisions 1a and b are intended as an economic incentive to encourage new construction consistent in scale and design with the established character.

1. Establish the area as an historic preservation area and incorporate the following density provisions:

- a. The allowable density for any legally recorded lot shall be one dwelling.
- b. Conditional approval for conversion of existing structures from single-family to multi-family use may be granted if the historic and design integrity of the existing structure is retained.
- c. Demolition of existing structures without design or historic merit, and construction of a structure containing up to three dwelling units may be permitted if the new construction is in accordance with the design guidelines proposed below.

2. The following design guidelines should be used as the basis for determining if proposed construction is in character with the area:

- a. Siting: continue the existing pattern of large front and side yards.
- b. Height: keep height of new construction to a maximum of two and half floors to maintain the visual dominance of existing older homes while preserving the general scale which now prevails.
- c. Rooflines: prohibit flat roofs, encourage gables, hip and shed roofs on new construction to continue the motif of broken roof lines.



YES



NO

- d. Facades: require vertical and horizontal changes in places of facades by use of projecting bays, recesses, balconies, decks, etc. Prohibit flat facades. (A flat facade is any exterior wall surface larger than 15 feet wide by 10 feet high without at least one three foot deep change in plane.) Differentiate floor levels by change in the use of building materials.



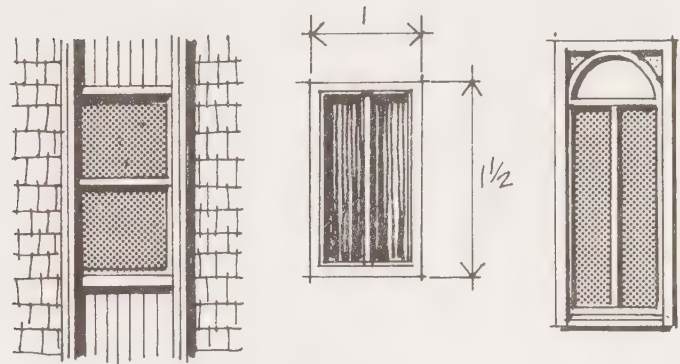
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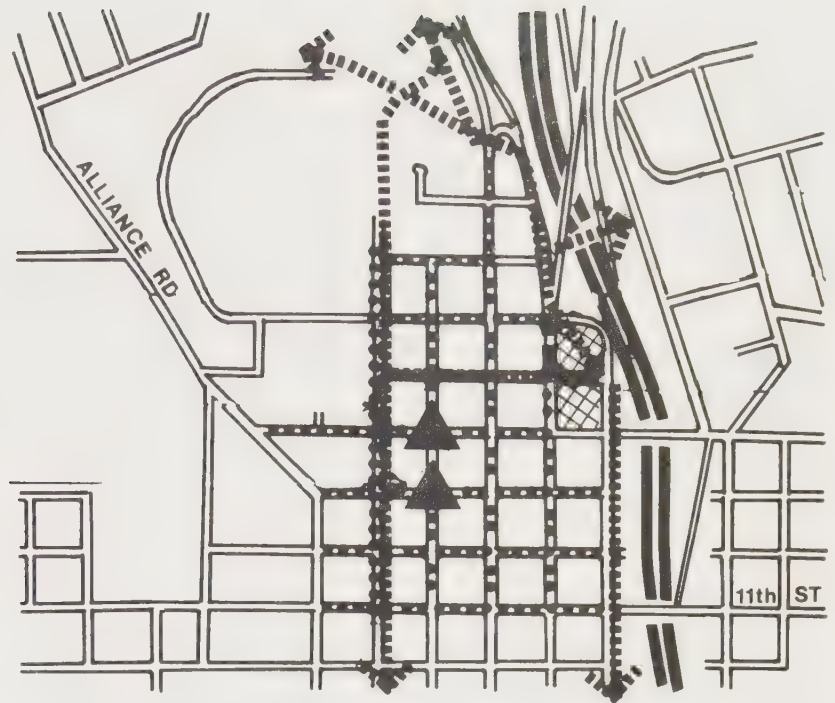
NO

- e. Fenestration: maintain vertical emphasis in window proportions. (A vertical emphasis is defined as a window of a proportion of one and one-half vertical to

one horizontal, or greater. Where possible, encourage strong trim detailing around openings to emphasize break in surface.



- f. **Surface Materials:** maintain area's predominant use of horizontal wood siding and shingling for wall surfaces. Use of corner trim and detailing is also recommended. Continue use of asphalt or wood shingle roofs.
 - g. **Colors:** continue use of paint in contrasting colors and tones currently seen on existing older houses on contemporary structures. Allow use of unpainted, natural shingles.
 - h. **Landscaping:** use picket fences as motif. Encourage landscaping using large hedges and trees.
 - i. **Parking:** require parking to be located in the rearyard. Where possible provide access from existing alleyways.
3. Designate J Street as a pedestrian and bicycle route and reconstruct the street space to accommodate this function. The street should be designed to relate functionally and visually to neighborhood, downtown, and public facilities located in the northern portion of the neighborhood. The design should provide an appropriate setting for historic residences along the street.
4. Prevent use of 14th Street as a through route by totally or partially closing a portion of the street. (See accompanying illustrative diagram) Locating the closure or restriction at J Street would make possible the use of the reclaimed space as a part of the open space network along J Street.



..... Street landscaping

..... Pedestrian/Bicycle routes

▲ Traffic diverters-see "Modify Neighborhood Streets" page 46

■ ■ ■ Roadway alteration-see following diagram

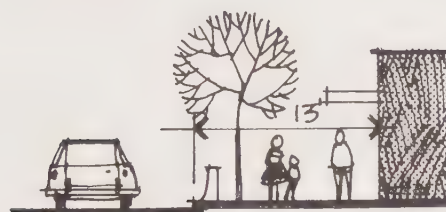
XXXX Commercial area expansion and redesign-see following diagram

5. Designate either 15th or 16th Streets as an east-west pedestrian street and link to the commercial area along G Street and the proposed pathway system along F Street.

6. Undertake a street tree landscaping program to supplement existing street landscaping. The trees should be selected and sited to emphasize hill related street views, visually unify development along the street frontage, and to minimize visual disruption caused by overhead utilities. (See recommended street landscaping provisions, page 51, for further detail.)



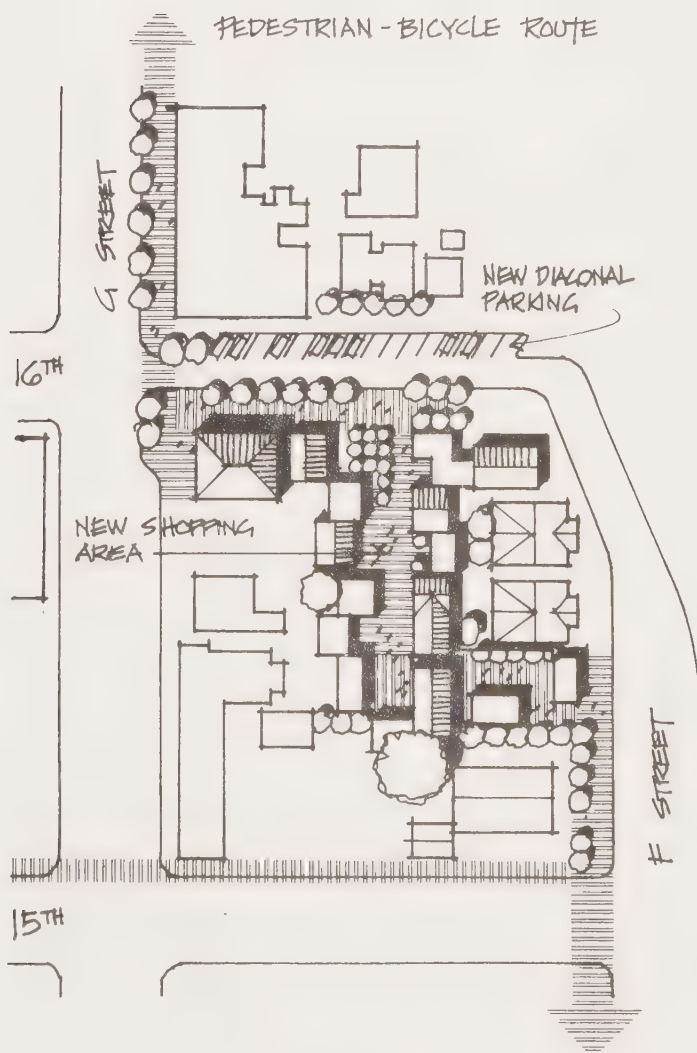
EXISTING



PROPOSED

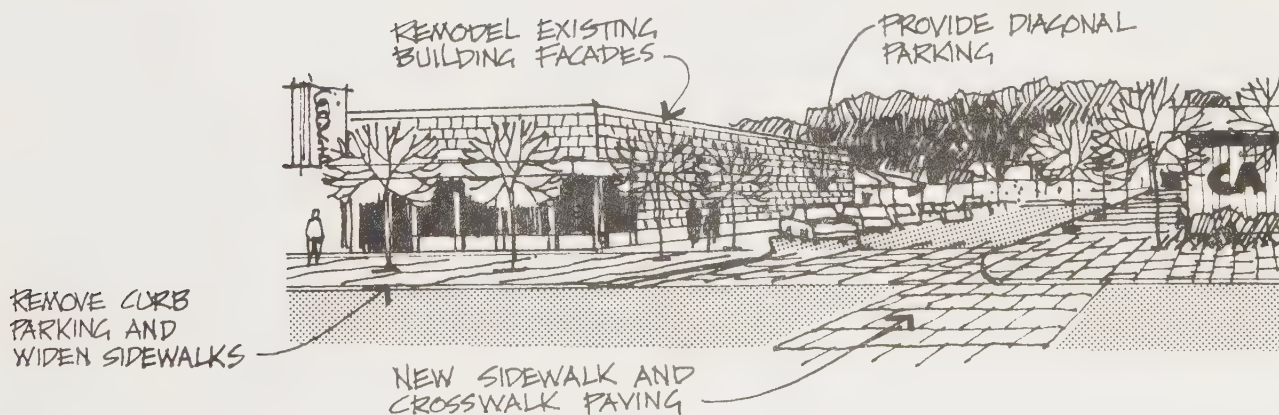
7. Provide for the expansion of the University related commercial area between G and F Street and 15th and 16th Streets. In order to create a more appropriate pedestrian setting for both University and neighborhood related shopping, the following guidelines should be followed:

- a. Reconstruct the public right-of-way on G Street between 16th and 17th Streets to improve pedestrian accommodations. (See adjoining diagrams.) Remove parking on east side of G Street to accommodate change.





- b. Encourage development of a mid-block mall type commercial area between 15th and 16th Streets to divert pedestrian traffic to F Street. (See accompanying sketches.) The existing mid-block alley could be used for this purpose. Existing buildings (garages and houses) plus an infilling of new small structures might be used to accommodate new uses. Paving, lighting and landscaping could create a visually unique and functional shopping area.



- c. Provide uniform commercial signing to impart a distinctive character to the area in combination with more tasteful use of color and exterior finish materials. For example, shops might be remodeled using wood exterior finishes such as shingles, shakes or board siding to unify the exterior of existing and proposed shops and provide a visual and associative link with other parts of the Arcata Heights area.

DOWNTOWN

Initiate steps to better utilize the historic and visual resources of Downtown and promote and protect the role of the area as the city's major comparative and specialty retail center.

EXISTING CONDITIONS. Although limited, the Plaza area constitutes the City's primary concentration of comparative and specialty retail uses. The majority of these uses, which include a jewelers, five and dime store, women's apparel shop, drugstore, shoe store, camera shop and stationers are concentrated on the west side of the Plaza with the remaining three sides accommodating a mix of other retail shops and food and drinking establishments. At present, however, the area lacks a major retail outlet, such as a junior department store, to serve as an anchor for the center.

For the most part, buildings facing onto Arcata Plaza are reasonably well maintained and painted. Several, especially the Brizard Building, are particularly tasteful both in original design and treatment. However, the majority of the buildings fail to enhance the Plaza area and its inherent historic and visual values and some detract from the attractiveness of the area.

One, two and three-storey buildings surround the plaza with the largest number being one-storey. Sidewalk canopies are consistently used only on the west side of the plaza. As is usual, those buildings which have suffered "modernization" of their facades end up bland and characterless, with signs replacing meaningful architectural features and false veneers attempting to give back a sense of distinction. The signs themselves, while generally not too large, are diverse in design and placement.

Sidewalks are very narrow and make any significant street tree planting difficult or impossible when combined with pedestrian traffic. Diagonal parking and two moving lanes of traffic separate pedestrian shoppers from the plaza. Occasional tall concrete utility and lighting poles further reduce sidewalk space.

The plaza park, primarily lawn crisscrossed with walkways, was apparently conceived of as an open space separating streets, since it lacks much in the way of visually dominant planting or trees. It functions more as a circulation element than as an arrival space or landmark, and diminishes the impact of the central monument.

Off-street parking at the rear of commercial structures fronting on the Plaza would provide opportunities

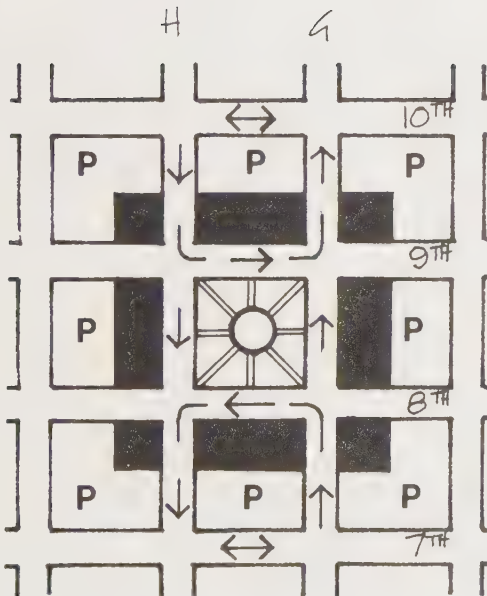
for reorganizing the vehicular circulation system and re-designing the Plaza frontage to better accommodate pedestrians. To date advantage has not been taken of this condition.

PROVISIONS. There is critical need for a comprehensive study and plan for the entire downtown area. Such a plan should determine a viable economic role for downtown Arcata, establish means to promote this role, and reorganize vehicular and pedestrian circulation systems, parking, and the physical and design layout of buildings and outdoor spaces to accommodate this role.

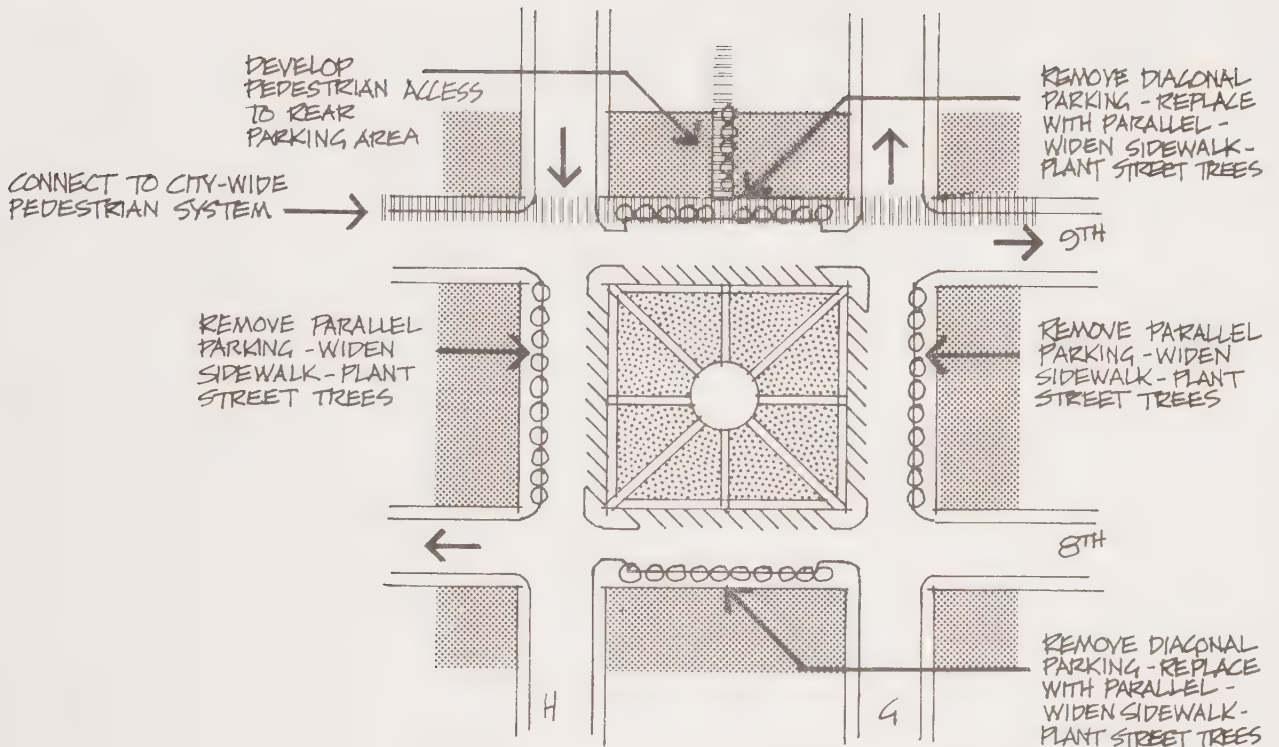
In the absence of such a study and plan, a series of suggestions are outlined below. These are intended to serve two purposes: (1) to indicate the aspects which should be considered in a plan for the area; and (2) to provide interim guidelines to review public or private proposals for the area. Three aspects are covered: the economic role, circulation, and physical design.

Economic Role. The function of the downtown as the city's major retail center should be protected. Means of achieving this end include actively seeking out a major retail outlet to locate on or adjoining the Plaza. It is unlikely that Arcata can support a full line department store but at present there is an increasing trend toward merchandising at the junior department store level. Such a facility would be appropriate and could easily be accommodated within the immediate area. Concurrent steps should be taken to disallow such a use elsewhere in the City. Additional steps should be taken to prevent retail uses which would interrupt and fragment existing and potential retail frontage on the Plaza.

Circulation System. The street system should be reorganized to discourage unrelated through traffic on G and H Streets. Freeway related trips should be directed into downtown via the Samoa Boulevard interchange. Motorists using the G and H street couplet should be encouraged to park a block in advance of the Plaza. The street pattern should be altered to prevent traffic from circling the Plaza. Curbside parking on streets fronting on the Plaza should be altered to provide more space for pedestrians and landscaping. (See accompanying diagram for further details.)



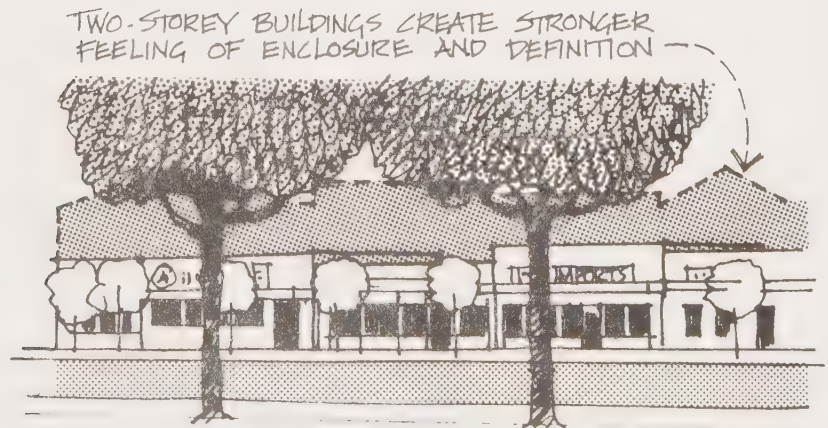
MINIMIZE VEHICULAR TRAFFIC
FLOW PAST PLAZA - PROVIDE
PERIMETER OFF-STREET
PARKING.



PARKING AND SIDEWALK MODIFICATIONS

Building and Open Space Design. More specific interim guidelines are outlined below.

1. Establish a two-storey height minimum for buildings facing onto the plaza to create a feeling of enclosure for the central park space. The existing one-storey buildings do not form a significant enough visual boundary for the space enclosed.

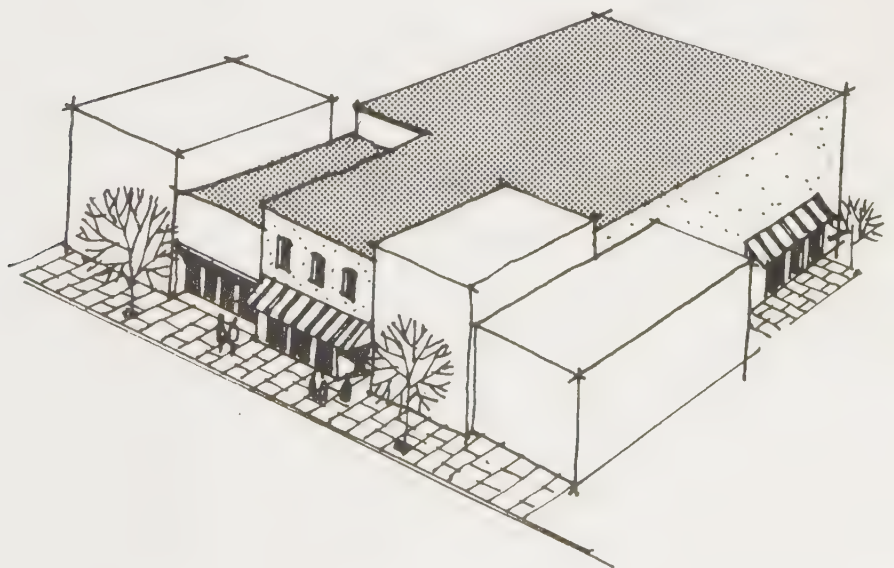
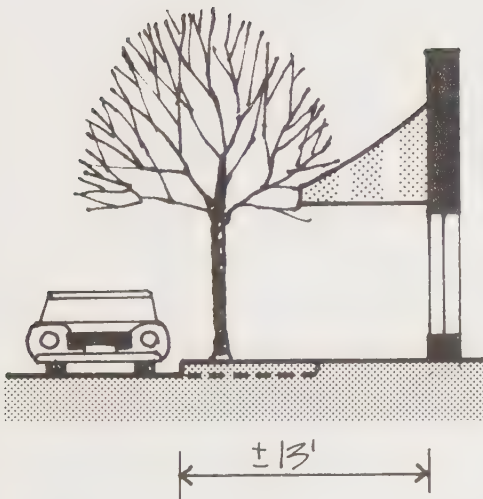


2. Implement a more unified color scheme for buildings surrounding the plaza. The Brizard building could serve as a prime example of tasteful, effective use of color and contrasting tones to express and articulate building character and scale. Inappropriate facing materials found on the street level on "modernized" buildings, such as false stone, brick, tile, metal siding, etc., which bear little relationship to the building on which they are placed, or to their neighboring structure, should be replaced by more appropriate materials.

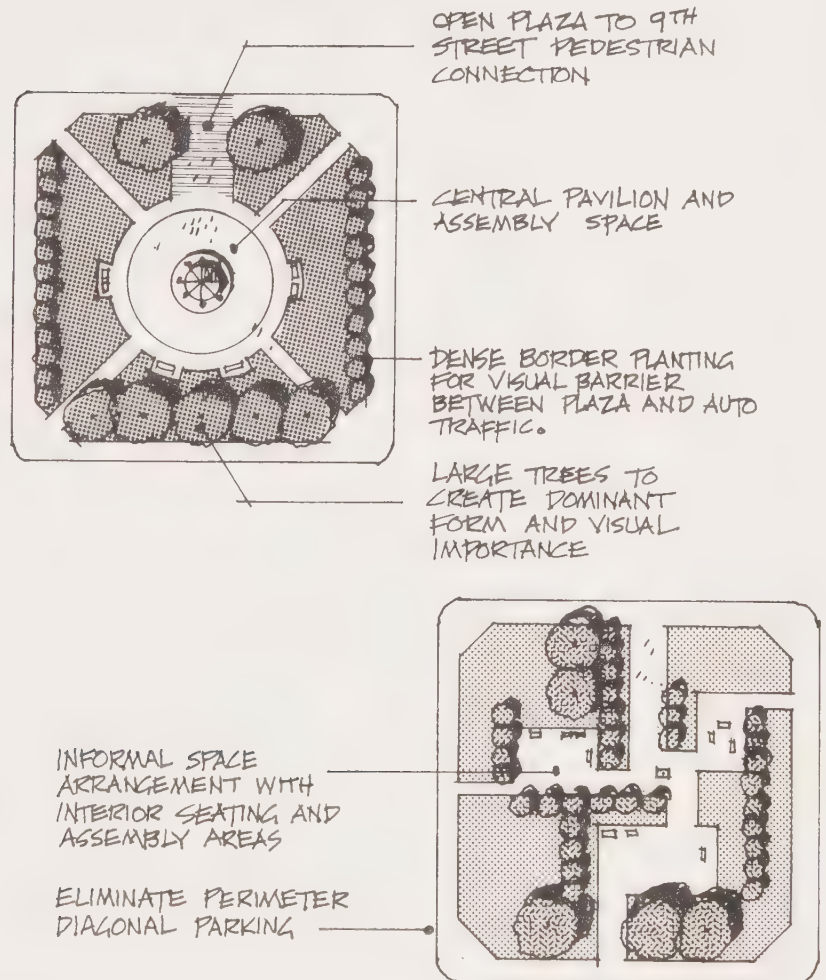
3. A stronger attempt should be made to harmonize and unify shop signs in the plaza area. The Brizard building again can serve as a model for building signing which is both effective, tasteful, readable and in keeping with the historical character of the Downtown area.

4. Modify streets surrounding the Plaza by removing or relocating parking in order to provide widened sidewalks. This would provide space for overhead canopies or awnings on shopfronts and street tree planting in the sidewalk while eliminating some of the traffic congestion caused by parallel and diagonal parking conflicting with moving lanes. (See accompanying sketch) Develop new or increased parking capacity in the rear of blocks surrounding the plaza with mid-block pedestrian access where possible.

5. Provisions should be made to locate larger retail facilities directly on the Plaza by assembling parcels on the Plaza with lots to the rear.



6. The Plaza itself should be redesigned to permit better use and to accentuate it as a main community focal point. This need not involve an elaborate reconstruction. A few alternatives are shown below.

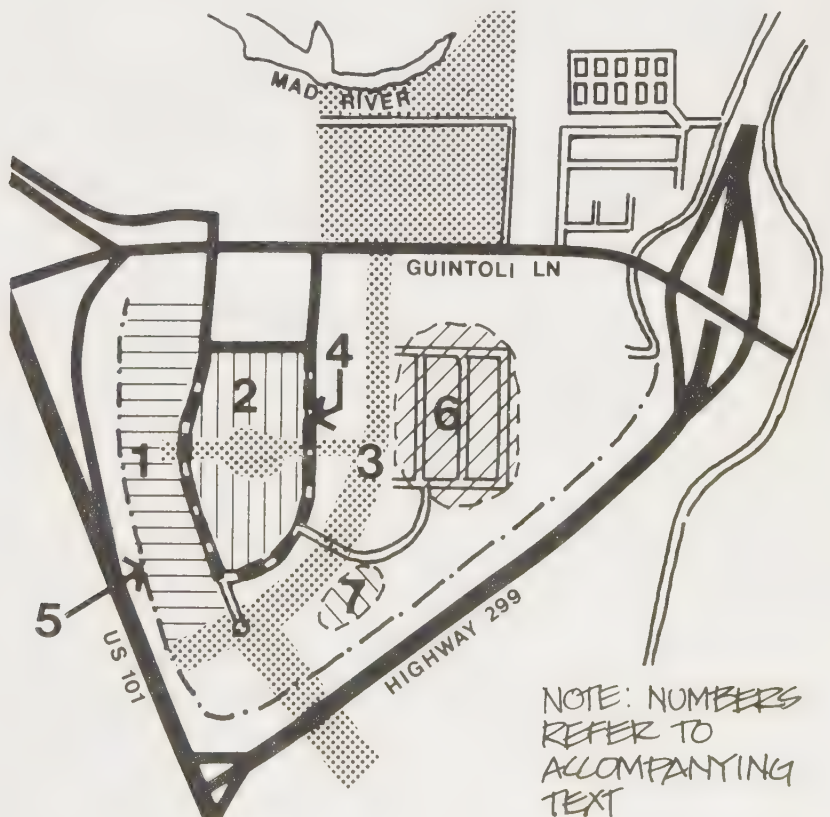


VALLEY WEST

Recommended steps for the Valley West area include consolidation of neighborhood and community serving retail; integration of travel related commercial with community and neighborhood retail and the neighborhood and citywide open space network; redesign of the major streets to reduce conflicts between commercial-related traffic and neighborhood livability; protection from visual, air and noise pollution created by US 101 and US 299; and improvement in the livability of the existing mobile homes and apartments.

EXISTING CONDITIONS. At present less than fifty percent of the Valley West area is developed. The balance is still used for agricultural purposes. Existing development consists of a poorly designed mobile home area in the northeast (i. e., common open space area is unmaintained, appearance is drab due to regular street pattern and absence of street landscaping, units lack privacy due to siting arrangement, and there is a lack of definition of "ownership" of yard space between units), several apartment complexes of varying quality, two motels along the west edge and scattered auto related commercial uses along Guintoli Lane. All of these developments are badly sited in relationship to each other and to the major roads. Future development if not closely coordinated will compound the area's problems. Its location at the north entrance to the city, its existing function as a travel accommodation area, and potential role as an important city serving commercial center necessitate better planning and design of future development.

PROVISIONS. The major recommendations for this area are shown in the accompanying diagram with further descriptions provided below.



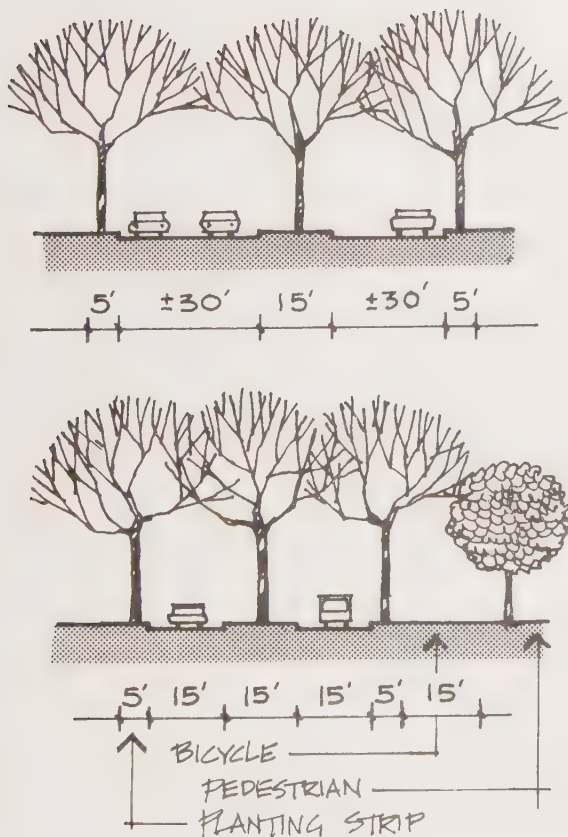
1. The land west of Valley West Road should be reserved for travel accommodation uses to strengthen this emerging commercial role. Siting and design of these facilities should stress integration with proposed retail facilities and public open spaces and in this way enhance the desirability of this motel area.

2. Neighborhood and community serving retail and personal services should be organized into one integrated center. A small park and plaza area should be provided as central focus. Heavier, automotive related commercial uses and a majority of the commercial parking should be located in the northern portion with main auto ingress and egress provided from a road connecting Valley West Road and Valley East Road. Combined neighborhood retail and residential uses should be accommodated in the southern portion. Uses which serve recreationists staying in the adjoining motel area should be encouraged. For example, provision of a bike rental shop would encourage motel guests to explore and take fuller advantage of the scenic and historic attractions of the area.

3. The existing linear open space should be upgraded and extended to interconnect motel facilities, the proposed retail areas, existing housing, the proposed community park on the Mad River, and the balance of the proposed citywide open space network. Provisions should be made for bicycle paths as part of the park design. Trees within the park area should be massed so as to screen the existing mobile home area, accentuate the linear pattern of the park and make it readily visible from adjoining commercial areas.

4. Valley West and Valley East roads should be redesigned to alter both their function and appearance. Major incoming and outgoing traffic should be limited to the initial 500 feet of the roads, and access to commercial properties between the two roads provided from a new connecting roadway. Four moving lanes, a landscaped median and turning slots should be provided on all three segments. Curbside parking should be discouraged in order to improve the efficiency and safety of these major approach roads.

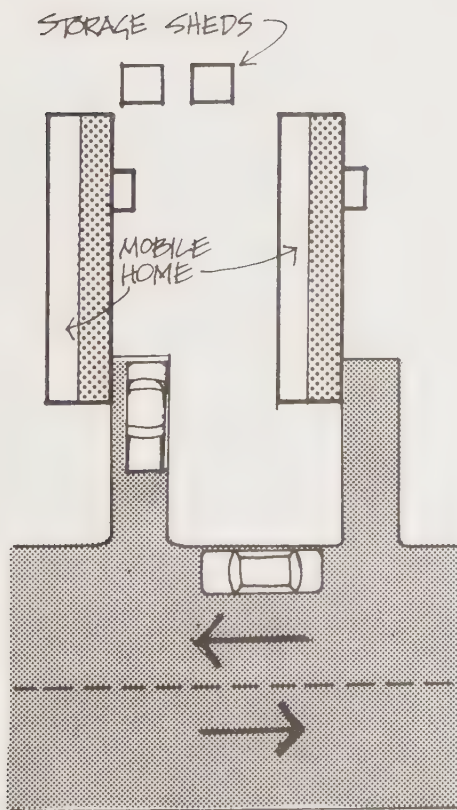
South of the proposed cross-connection the roadway should be narrowed to two moving lanes with a median and turning slots provided where appropriate. Curbside planting strips with street trees should be provided along both the four and two lane roadways. Access to new travel accommodations in the western portion should be



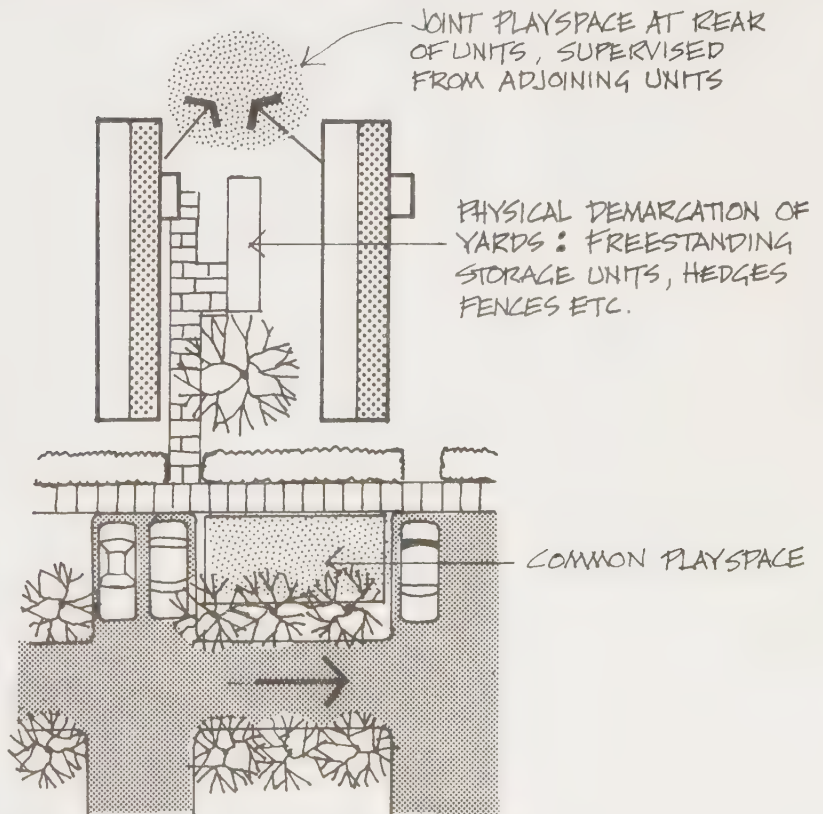
provided by means of a westward extension of the proposed road link between Valley West and Valley East roads.

5. A two hundred foot buffer area should be established along the frontage of US 101 and US 299. The primary purpose of the buffer is to provide protection from free-way noise; it also should serve as means of retaining views of the natural setting from the roadway. Siting of structures back from the roadway edge provides greater visibility for all business establishments. Parking serving commercial uses along US 101 or residential uses along US 299 should be located within this buffer and the uses oriented inward to reduce noise intrusion and to establish a better functional and visual relationship to complementary uses in the interior of the area. Low, well-designed identification signs could also be provided within this buffer strip, thus eliminating the current practice of using signs which tower above the buildings and visually dominate the area.

6. The livability and appearance of the mobile home area should be upgraded by providing for better demarcation of



EXISTING SITUATION



SUGGESTED MODIFICATIONS

outdoor spaces between units, addition of small, more centrally located play spaces, and improved landscaping of the street spaces. Several means of achieving these ends are suggested in the accompanying diagrams.

7. The design of some of the apartments located off Hallen Drive has failed to provide adequate private outdoor space and has located parking in a manner which disrupts internal privacy of the units. This results in intrusion by auto generated noise and lights. Managers of the property should be encouraged to undertake a modification of the project to eliminate or reduce these problems. (See earlier discussion of privacy and private outdoor space requirements for detailed suggestions.)

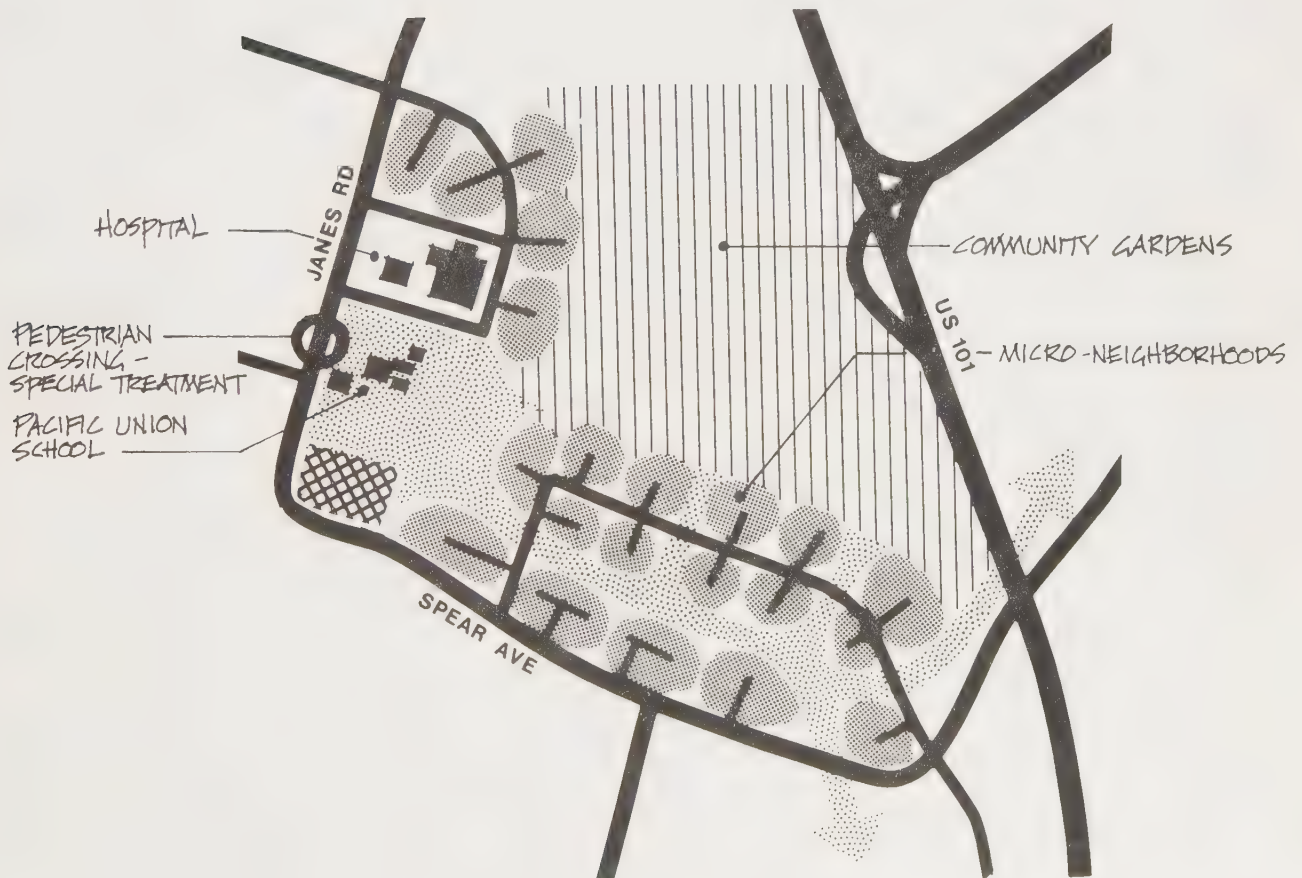
SPEAR

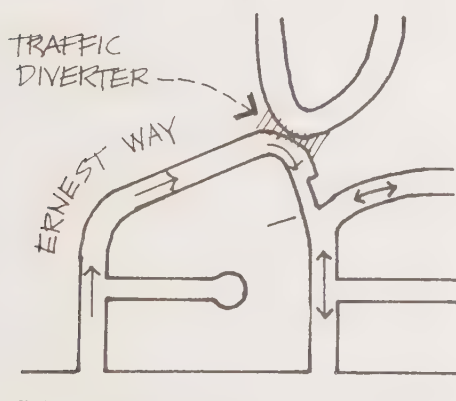
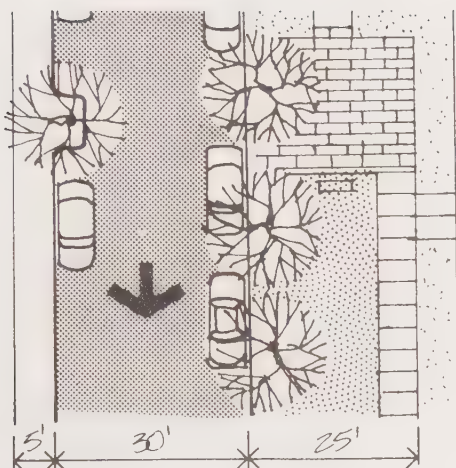
The Spear area should be developed in a manner which retains a major portion of the prime land in agricultural use and develops the balance in accord with the neighborhood design and open space concepts of this report.

EXISTING CONDITIONS. The majority of this area consists of prime agricultural lands which currently are used for agricultural purposes. Development on the fringe includes older semi-rural housing along Spear Avenue, the Pacific Union Elementary School and Mad River Community Hospital on Janes Road. As noted earlier in the discussion of citywide form, agricultural lands play a major role in maintaining the distinction between city and country and are a strong positive influence on the initial image of the city as seen from the northern approaches.

PROVISIONS. The Spear area presents an excellent opportunity to test the applicability of many of the measures recommended in this report. The accompanying diagram illustrates the possibilities. The major recommendation is to retain a portion of the agricultural lands in that use, specifically area ranging in depth from 1500 to 2000 feet from the freeway. By allowing for transfer of the allowable residential density to the fringe areas which are more easily served by roads and other public utilities, the remaining open spaces could be secured permanently. These open lands could either be leased to a single tenant or to residents in the area as a community garden. Purchase or rental of a housing unit in the adjoining areas could also entitle the resident to use of a portion of the land for garden purposes.

Within the area allocated for housing a series of micro-neighborhoods could be developed with a permitted range from single-family detached dwellings to three-storey garden apartments. A central open space spine would provide a mix of neighborhood serving open space uses including walking and biking path connections to other parts of the proposed citywide system. Pedestrian and bike crossings should be designed in accordance with the pedestrian provisions described earlier. Neighborhood commercial uses should be encouraged to serve this and adjoining neighborhoods. A location for commercial uses near the elementary school and junction of Spear Avenue and Janes Road is suggested. Roads serving the new development should provide for continuity with existing roads but prevent through traffic movement.





UPPER BAY ROAD

POSSIBLE MODIFICATION OF
ERNEST WAY

 Retain agricultural use

 Traffic diverter. See "Modify Neighborhood Streets", page 46.

 Pedestrian crossing. See "Pedestrian Safety", page 49.

 Street redesign. See "Landscaping for Residential Streets", page 51.

*** Plant Windrows

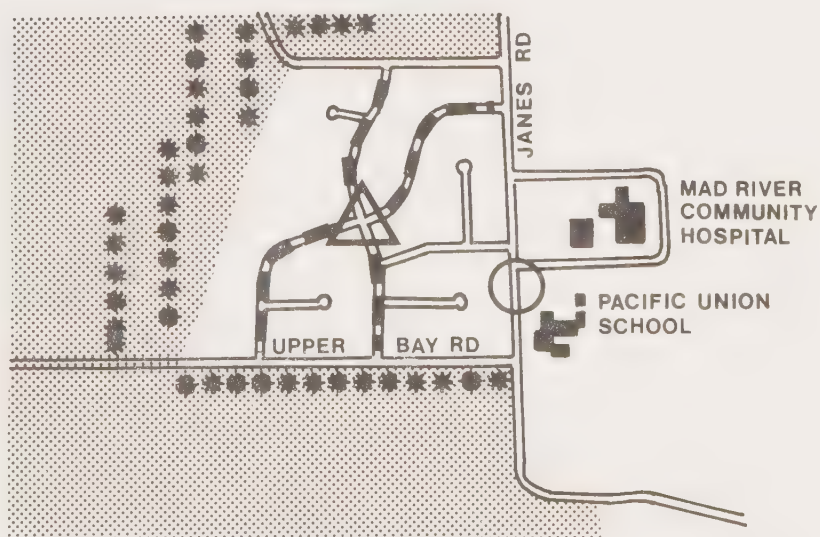
PACIFIC MANOR

Retain sharp distinction between agricultural and residential lands, resolve traffic safety problems, reduce disturbance by high winds, and make better use of existing street rights-of-way.

EXISTING CONDITIONS. Development consists of single family detached homes of a uniform size and design. Residences are in good structural condition and are well-maintained, but problems of adequate play space and private outdoor space exist due to the small lot sizes and subdivision layout. Ironically, excessive space is devoted to roadways which in turn encourages use of the residential streets as a short cut for through traffic. Other pedestrian safety problems are created by the lack of outdoor recreation areas west of Alliance Road and the need for children to cross over to facilities at the Pacific Union School.

Wind is also viewed as a problem by local residents. In a sample survey 35 percent responded that wind conditions were either a severe or major problem while 60 percent considered wind to be at least a minor problem.

PROVISIONS. Major recommendations for Pacific Manor are summarized in the accompanying diagram and consist of applications of previously described neighborhood design provisions. The primary emphasis is on improving of pedestrian safety and providing of small scale open spaces through redesign of the wide streets.

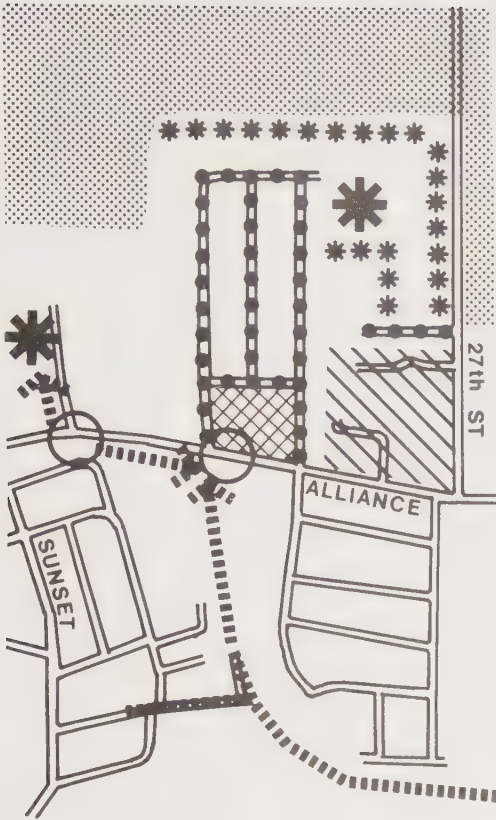


WESTWOOD

Enhance the livability of the area by expanding recreation opportunities and by providing landscaping improvements to modify climatic conditions, improve street appearance, pedestrian safety, and housing conditions .

EXISTING CONDITIONS. The Westwood area is a diverse neighborhood which includes at least five distinctive residential areas plus numerous other identifiable and varying housing clusters. The major areas consist of the multiple housing of the Humboldt Plaza development, the Westwood Garden Apartments and adjoining motel, older, modest residences on Susan Street, and tract housing both east and west of Alliance. Generally the maintenance of the housing east of Alliance Road is better than that west of Alliance Road. Widespread use of street trees also gives the eastern area a more pleasant appearance than the west, where the streets are devoid of substantial landscaping.

Recreation facilities are provided by small parks, one on Wyatt Lane and the other on Stromberg Avenue, and a common green area which serves residents of the Westwood Garden Apartments. Residents east of Alliance Road also have direct access to the playfields of Sunset School via the pedestrian stairway at Baldwin Street.



*** Protect existing windbreaks and add new plantations along the west and north edges of the area.

Retain adjoining lands in agricultural use.

..... Undertake a street tree planting program in housing areas west of Alliance. Plantings should also be made in the area to the east of Alliance to supplement the present landscaping. See "Landscaping Provisions for Residential Streets", page 51.

* Provide additional neighborhood serving outdoor recreation space. Additional space could be provided in conjunction with future residential development to the north of Wyatt Lane and Stromberg Avenue and as a part of the proposed linear park improvements south of Westwood Garden Apartments.

○ Improve safety of pedestrian crossings. See "Pedestrian Safety Provisions", page 49.

XXXXX Improve landscaping and lighting of the Westwood Market parking area.

//// Modify design of the Humboldt Plaza development to provide privacy (indoor and outdoor) for residents and better utilization of common outdoor areas. Residents should be directly involved in this program. See "Private Outdoor Space", "Dwelling Unit Identification", and "Recreational Open Space", pages 74, 76, and 40.

..... Develop pathways in accordance with citywide open space network provisions.

The common open spaces serving Humboldt Plaza residents constitute a problem for adjoining residents since the project design has failed to provide for either interior or exterior privacy for residents and the outdoor circulation patterns tend to fragment and disrupt use of common outdoor areas.

PROVISIONS. Specific actions suggested for the Westwood area are in the preceding diagram. Some of these actions can be undertaken by local residents in cooperation with the city while others will require action primarily by owners of businesses or apartment complexes in the area.

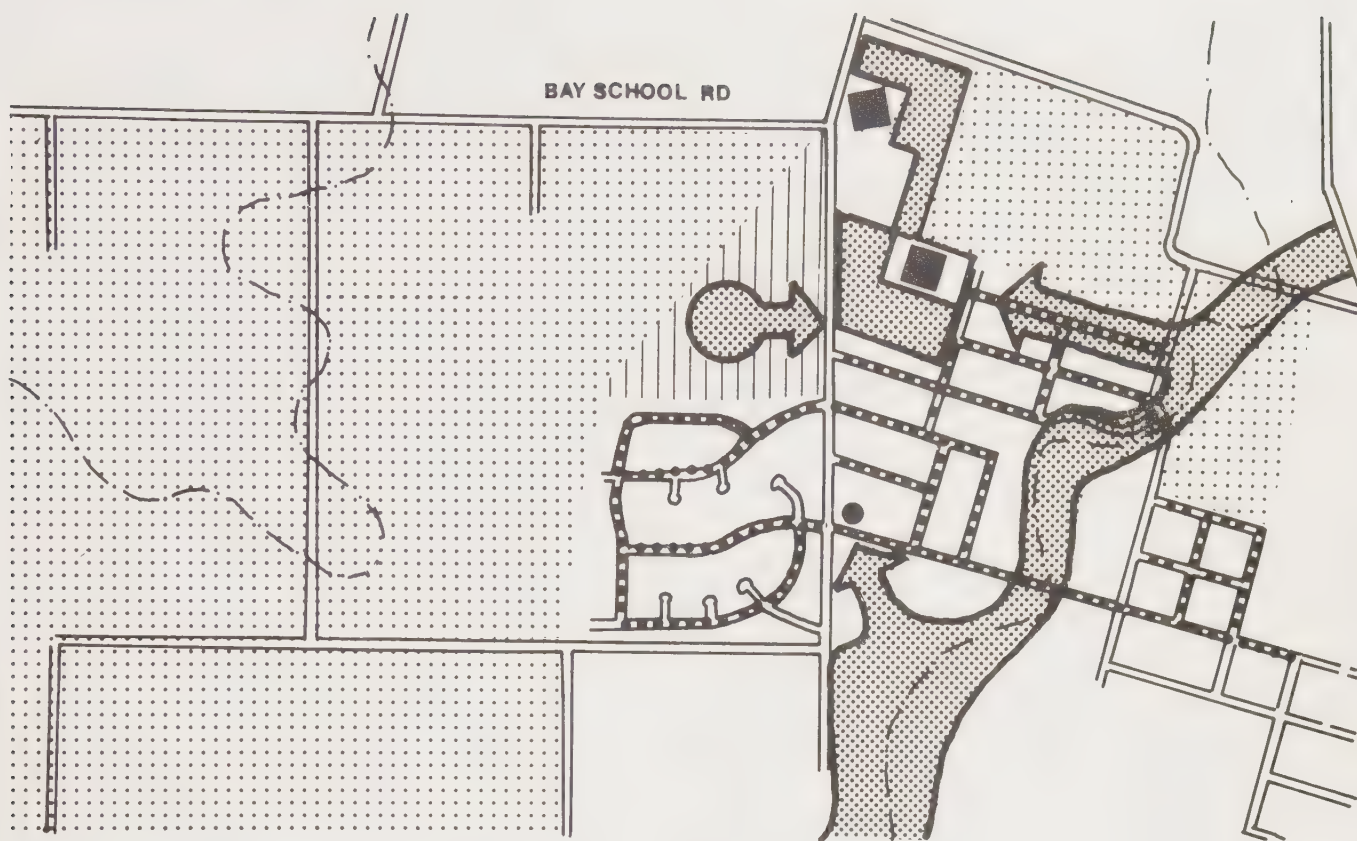
BLOOMFIELD

Greater diversification in housing types should be provided for in General Plan designated urban expansion area, the appearance of existing streets enhanced, and neighborhood schools and commercial facilities linked to the citywide open space network.

EXISTING CONDITIONS. The majority of the area's housing consists of two housing tracts, the Bloomfield and Greenview Acres tracts. Both of these consist of generally well maintained single-family detached homes with new housing located in the Greenview Acre portion west of Janes Road. The latter has broad curvilinear streets and cul-de-sacs while the former employs a grid street pattern with slightly narrower road widths. In both areas the street spaces and front yards are generally devoid of large scale landscaping and no curbside planting strip is provided. The result is a vacuous appearance dominated by street lights, utility lines and pavement.

Non-residential uses include two elementary schools, St. Mary's and Bloomfield schools, and a neighborhood grocery store at Janes Road and 11th Street.

PROVISIONS. The Bloomfield area presents an excellent opportunity both to correct existing environmental deficiencies and mold new development in a manner which benefits existing and future residents of the neighborhood. The recommended steps are summarized below.



Provide greater housing diversity in General Plan designated urban expansion area. The micro-neighborhood concept should be applied to this area and additional provisions made for neighborhood serving recreation areas.



Street landscaping and perhaps some limited street modifications should be undertaken for both the Bloomfield Acres and Greenview Acre tracts.



The proposed McDaniel Slough/Janes Creek linear park should be extended to include links with the Greenview market area, with Bloomfield and St. Mary's schools and related playfields, and new housing areas.



Surrounding agricultural uses should be retained. Consideration should be given to creating community gardens in the lands to the northeast if retention of the existing agricultural practices becomes infeasible. (In the survey of Arcata residents 46 percent expressed interest in community gardens.)

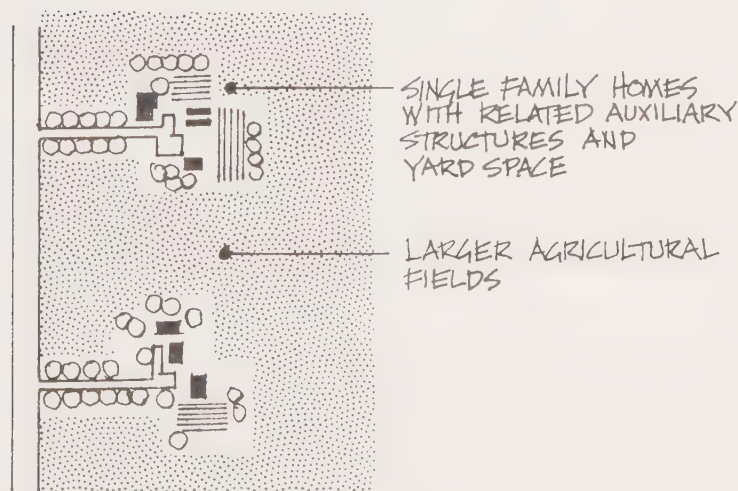
BAYSIDE AND JACOBY CREEK

Provide for a pattern of future development which retains the present semi-rural relationships between housing and open space and improves upon neighborhood serving retail and personal services.

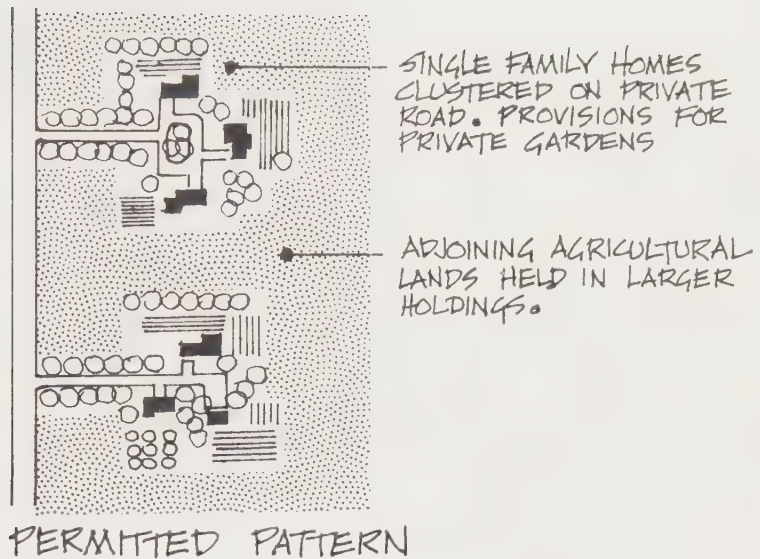
EXISTING CONDITIONS. The general pattern of development in the Bayside and Jacoby Creek areas is a linear arrangement of houses strung along the area's main travel routes. Houses are usually on very large lots and, in the case of the older residences are related to larger agricultural holdings. As discussed earlier in the citywide provisions, this situation provides for alternative living patterns where residents have exposure to and responsibility for adjoining open spaces.

At present both commercial services and recreation facilities are lacking in the area. Neighborhood retail accommodations are limited to a small market across from the Jacoby Creek School.

PROVISIONS. Two alternative housing patterns should be permitted in order to maintain the present residential character and its advantages. As shown in the accompanying diagrams, the first consists of retention of the single dwelling and its immediate garden areas juxtaposed against more extensive agricultural or forested lands. The second pattern would retain the same features but permit clustering of several residences. (See accompanying diagrams.) The major portion of a site would be retained as permanent open space and in a single ownership.



EXISTING PATTERN



Provisions for improved neighborhood oriented commercial services and increased opportunities for social contact should be provided by developing the intersection of Old Arcata Road and Jacoby Creek Road into a small scale community center. This development should retain and integrate historic structures located here, and should serve as a focal point along the proposed citywide open space network by integrating neighborhood serving outdoor recreation facilities with the center.

The preceding neighborhood discussions demonstrate a number of ways in which the provisions of this report can be applied to specific situations. A checklist of other possible applications in remaining neighborhoods is provided below.

BAYVIEW

1. Consider a landscape enhancement program to supplement the already established landscape character.
2. Designate portions of the area as historic district and apply the same design standards and approach as suggested for Arcata Heights. (The only exception to design standards should be decreases in height and density provisions.)

3. Undertake a street diversion program to avoid problems created by University related traffic and to add small scale open spaces to the neighborhood.
4. Ensure protection of the land forms and established vegetation of the area.
5. Devise a program of parking control to resolve conflicts between resident and student parking.

FICKLE HILL

1. Ensure preservation of the natural setting by application of design review procedures based on the natural features retention provisions of this report. (See page 62.)
2. Make provisions for common open space at both the micro-neighborhood and neighborhood scale.

SUNNY BRAE

1. Improve pedestrian access to recreation facilities at the school site and proposed open spaces south of Buttermilk Lane.
2. Upgrade the function and appearance of the Sunny Brae Shopping Center.
3. Undertake a supplementary landscaping program to improve the appearance, scale and use of neighborhood streets.

MC CALLAN

1. Encourage a diversity of house types in new housing projects.
2. Require retention of Janes Creek and integration of the creek into the citywide open space network.
3. Require new development to provide pedestrian and bicycle access through the area with connections provided to the citywide network.
4. Extend the present use of windbreaks to provide for wind protection and greater visual identity for the area.

SUNSET

1. Retain the present heterogeneity of housing.
2. Provide public pedestrianways connecting the residential and the Westwood Market area. There is presently an unofficial footpath descending the hill from Anna Way, which should be incorporated into the pedestrian system.
3. Retain the open space boundary on the south and integrate it with the McDaniel Slough - Janes Creek linear park and the high school playfields.
4. Minimize the disruption created by the proposed Foster Avenue extension by limiting the roadway to two lanes without curbside parking, retaining the entire area along the south side in its present use or as public open space, aligning the roadway to provide an adequate setback and buffering of residences along the northside, and providing a grade-separated pedestrian/bicycle crossing between the Arcata Heights and Sunset neighborhoods.

PRESTON HEIGHTS

1. Ensure retention of the forested hills and their visual prominence.
2. Encourage clustering of units to minimize land and vegetation disruption and provide greater diversity in housing types while maintaining the dominant single-family detached character.
3. Give a high priority to provision of common open space serving the neighborhood.
4. Strengthen pedestrian and bicycle links to Arcata Heights to allow for greater utilization of both commercial and recreation facilities of that area.
5. Defer any approvals of housing on the west face of the hill adjoining the freeway until freeway construction is completed and the roadway is operating. Monitor noise levels to determine site and design requirements. Require future housing, regardless of type, to be visually subordinate to the hill backdrop.

INSTITUTIONAL ARRANGEMENTS

Preceding sections identified ways in which physical planning and design actions can serve to promote community social goals. Closely related to these measures are institutional arrangements, which can provide means by which residents can come together to improve the quality and livability of their environment and in the process develop more meaningful contact among themselves. A number of methods are suggested below for community consideration. Many of these methods are directed toward a much ignored, yet most essential function: management and maintenance of the physical environment.

1. Home Maintenance Cooperatives. The cost and time involved in maintaining a home in good condition can be very demanding for middle-income households. For moderate and low-income families it can create burdens which make maintaining the home in sound condition almost impossible, especially at times when major and unexpected problems occur. To alleviate these problems it is suggested that home maintenance cooperatives be formed. The cooperative would serve two major purposes. First, it would provide for common purchase, use and maintenance of essential tools required for home and yard maintenance and thus eliminate duplication in purchases of these tools by neighborhood residents. Second, it would permit pooling of the various skills of residents, such as carpentry, plumbing, electrical wiring, etc. The cooperative could operate on an exchange basis. For example, each resident could agree to contribute a given number of hours of labor and in return could request an equivalent number of hours of assistance from other members.

2. Decentralized Capital Improvement Programming Authority. At present city capital improvement programming decisions are made at the city level with attempts made to involve residents at the neighborhood level. It is difficult, however, to generate much interest unless residents are given the ultimate responsibility for the final decisions. Obviously, in most cases, this power cannot be given to the residents of a particular neighborhood since the decisions affect the entire community. There are, however, a series of improvement and allocation decisions which can be made by neighborhood residents. For example, given the following choices,

residents could determine which improvements should be carried out, and the order of priority: pedestrian crossing improvements, street tree planting, curb and gutter installation, or utility lines undergrounded. To facilitate this type of involvement and decision making it is proposed that a small portion of the city budget be allocated to a given neighborhood on a per capita basis. This allocation would be supplemented further by a small increase in property taxes for the sole benefit of the neighborhoods. (Residents might favor such an increase if they knew it would be applied to their neighborhood and that they would have the final say as to how the funds are expended.) Although the funds available would not be large, they would permit year-by-year improvements which could be significant to the neighborhood residents. (For example, based on Arcata's current property assessment of \$22.3 million, a tax rate increase of 10 cents per \$100 of assessed value would yield \$22,300 annually and, if supplemented by allocation of 5 percent of the current tax rate, would produce \$39,000 annually. Thus a neighborhood of 1000 residents could expect an annual allocation of about \$3,550.

Decisions on use of the monies would be made in a series of neighborhood meetings which would consider possible uses of the funds and make the final selection. Alternatively, the neighborhoods could directly elect neighborhood councils to make these determinations.

3. Traffic Safety Patrols. Many of the residential areas presently experience pedestrian safety problems due to interruption of residential areas by city serving arterials and the isolation of neighborhoods from schools and playfields. This problem is especially critical for neighborhoods to the west of Alliance Road but it also exists to a lesser degree in the Sunny Brae and Bayside areas. Parents in these areas should be encouraged to form traffic safety patrols to provide crossing guards at major crossings during school, after school, and on weekends. Participating parents also should be involved directly in the planning for cross-walk redesign and reconstruction as previously discussed in the provisions on pedestrian safety.

4. Home Alert Program. Police departments in many cities have instituted programs in which residents form small informal groups, usually at the micro-neighborhood level, and information about security measures is disseminated to them by the local police force. The primary value of this program is that it brings neighbors together, many of whom may not know each other, promotes a greater degree of socializing, concern for and control over the neighborhood.

5. Mandatory Building Maintenance Provisions. Implementation of the suggested site and building design provisions is no guarantee of improved living conditions unless adequate maintenance is also provided for. This problem can be seen in recent apartment construction in Arcata where a well-designed project which had considered privacy needs, common open space, and preservation of natural features has not been maintained and has begun to deteriorate. At present correction of this problem is difficult since the building and housing codes do not cover maintenance unless there are major structural, plumbing or electrical deficiencies.

Similarly in the older housing stock where code violations do exist, often as a result of illegal conversions, tenants are often reluctant to report these conditions.

To correct these problems the city should first review the status of housing code enforcement programs and determine if more staff should be allocated to this function. The code enforcement program should be reviewed to ensure that a positive approach is being employed. The focus of the program should be on providing technical assistance to property owners to help maintain or bring their structures up to city standards. A program of legalizing converted units which fail to meet the city's standards should be instituted and future illegal conversions prevented by expanded building inspections, coupled with a public information program to make residents and property owners aware of the advantages of obtaining building permits.

Finally, consideration should be given to establishing a procedure by which tenants may rectify building maintenance problems. The suggested procedure involves establishing a position of housing hearing officer whose function would be to consider complaints by tenants about building maintenance. The housing officer would undertake an inspection of the premises, hold a hearing in which both tenants and building owner or manager could present their case, and then make his finding. An appointed city housing review board could also be an alternative with the city building inspector serving as staff to the board. If the finding concludes that building maintenance is inadequate, i.e. levels which either produce unsanitary conditions or will lead to eventual blighting (deterioration) of the housing, the tenants would be permitted to place their rents in an escrow account until corrective action is taken. Additional restrictions might also be placed on the building owner, limiting his right to increase rents for at least a one or two-year period following completion of the required improvements.

IMPLEMENTATION SUMMARY

In the process of studying the relationship between physical planning and design actions and community social goals, and formulating appropriate recommendations, it has become evident that some existing city policies as expressed in the General Plan should be reexamined and others strengthened. It has also been noted that present and proposed city development control provisions need to be revised and new provisions added if the objectives of this report are to be achieved. It is critical, therefore, that the recommendations of this report be examined with these implementation implications in mind. To assist the city in this evaluation, a summation of major implementing implications is provided below.

GENERAL PLAN

The revised General Plan has been used as the basis for determining community social goals. The land use and transportation provisions of the General Plan are the starting basis for considering appropriate planning and design actions. During the course of the program the following possible modifications and additions have been identified.

1. **Transportation System Modifications.** This report recommends deletion of the V Street and St. Louis Road extensions, elimination of the arterial function of 14th Street in the Arcata Heights neighborhood and extension of Janes Road to Samoa Boulevard. Minor modifications are suggested in the bicycle circulation system.
2. **Commercial Land Use Modifications.** Two major modifications are recommended. The first consists of clarifying the role of the downtown Plaza area vis-a-vis

the commercially designated lands in Valley West. Major apparel and specialty retail functions should be limited to the Plaza area with Valley West serving in a complementary role, providing a suitable location for discount type of merchandising and sale of large bulk items such as furniture and appliances. The second recommendation consists of modifications to the neighborhood serving retail pattern, specifically allowances for two new centers, one in the Spear area and one at the intersection of Jacoby Creek Road and Old Arcata Road. Neighborhood retail uses in the Valley West area should be integrated with other commercial uses to the west of Valley East Road, and the University serving retail area on 16th Street should be expanded to serve both the University and nearby neighborhoods.

3. Open Space and Recreation Modifications. These recommended changes consist principally of expanding and linking the rudimentary open space network already specified in the Plan.

4. Residential Land Use Modifications. Principal changes consist of a density exchange requiring clustering of residential development in the Spear Area in order to retain a portion of the agricultural lands in permanent open space dedication.

DEVELOPMENT CONTROLS

Many of the aspects addressed in this report relate directly to specific site and building design practices, many of which are regulated by either city zoning or building codes. Therefore, implementation of the recommendations will require some alterations and additions to these codes. Since the city presently has a nearly completed comprehensive revision of the zoning ordinance, suggested changes in zoning refer to the new ordinance.

1. Residential parking. Landscaping and siting requirements should be added to the ordinance to avoid documented problems.

2. Private outdoor Space. The standards in the zoning ordinance should be modified to increase the required minimum dimensions of private outdoor spaces; a schedule should be added relating private outdoor space to unit size and ground floor or upper floor locations.

3. Distance between structures and windows. Provisions of this report regulating the space between residential structures based on orientation to windows in major interior living areas should be added to the zoning ordinance.

4. Variation in housing type. The zoning ordinance provisions governing density bonuses should be altered to permit variations in lower density areas in accordance with the provisions outlined in this report.

5. Residential street design. The City's subdivision ordinance should incorporate recommended planting strip provisions.

6. Design and development review process. Other design guidelines of this report which are not readily translated into specific standards should be adopted as city policy and used as the basis for the city's development and design review process.

7. Home security. The building code should be modified to include improved security hardware for doors and windows.

8. Protection of agricultural lands. Provisions should be made for protection of threatened agricultural lands. Methods which should be considered include use of density transfer provisions applied to land in a single ownership, city purchase and lease of land for use as community gardens, and use of transfer of development rights approach. The latter method allows for the transfer of development rights between separate ownerships. For example, development rights on land with agricultural value could be sold to property owners of another parcel in town where increases in density beyond those permitted in the underlying zoning district would be acceptable. (For a detailed description and analysis of this approach see Central Sonoma County, Density Transfer Project by Sedway/Cooke.)

9. Establishment of an historic preservation district, applying design criteria and provisions outlined in the Arcata Heights recommendations to the Arcata Heights area and to portions of Bayview.

In addition to these suggested general plan and development regulation modifications, a high priority should be given to development of a special area plan for Downtown. Many critical citywide decisions on auto circu-

lation, bicycle accommodations, commercial zoning, and priorities for city capital improvement funds depend upon clarifying the role of Downtown and related physical design and development requirements.

MONITORING

All of the recommended physical planning and design actions are based on assumed causal relationships between human behavior and the physical environment. The foundations for these assumed relationships are previous behavioral studies and theories developed from these studies. At present, however, what has come to be called environmental psychology is still in its infancy and the present state of knowledge as to the interaction of human behavior and the physical environment is at best limited and often uncertain. It is important then to review the results produced by program recommendations to determine if they are consistent with the intent.

It is recommended that the following basic questions be examined:

1. Has the specific action achieved its primary purposes? If not, are there modifications which should be considered?
2. Who has benefitted from the program and who has been adversely affected?
3. If the action has achieved its intent, do persons affected value the result? For example, street landscaping and street modifications are intended to produce an appearance and sense of scale which residents will respond to in a positive way. Has this result been produced or do residents prefer the prior condition?
4. Has the action been counterproductive, i. e., has it produced adverse side effects which have not been anticipated?
5. Has the action been unproductive?
6. To what extent has the action promoted intended secondary or tertiary objectives? Has the action produced desired changes in social behavior or attitudes?
7. Do the results justify the expenditure required?

Methods for monitoring program results are described below. The monitoring process should be staged over a long period of time, since many of the planning and design recommendations will be gradually realized, and because

many of the changes will be slowly integrated into residents' or other users' attitudes towards the city and individual neighborhoods.

Responses to program actions are expected to be of three types; behavior changes, perceptions of needs, and perceptions of the environment. Behavior changes refer to those aspects of residents' lives which are concerned with activity patterns, and which are generally apparent in some degree to the skilled observer and the resident himself. Such changes might be variations in use and frequency of use of open space, street spaces, and public facilities, changes in circulation and pedestrian patterns, shopping habits, socialization patterns, and changes in level of community interaction.

Perception of needs refers to responses which may not be apparent, but which can be articulated by residents. They may include demand for increased public facilities, street improvements, recreational facilities, parking or climate control.

Perception of the environment refers to less easily measurable, but nevertheless important responses of residents' to physical changes in the environment. They may include such responses as identification with the micro-neighborhood or neighborhood, recognition of city form, landmarks or symbolic elements, assignment of values to various parts of the city, and feelings of security and comfort or insecurity and discomfort.

Techniques which can be employed to measure residents' responses include questionnaires, interviews, observations and data interpretation.

Questionnaires are the most commonly used technique, and they are most effective in measurement of perception of needs, less so with behavior changes and perception of the environment. Questionnaires can ask explicit questions and assess residents' likes and dislikes, activities, social and recreational habits, work and shopping habits, and changes in attitudes.

Interviews can most effectively measure perceptions of the environment. Through techniques such as map-drawing and word associations, responses which are not easily verbalized can be expressed. For instance, the major elements of a resident's perception of citywide form can be fairly successfully deduced from a map he draws of a city. The subtleties of his positive and negative feelings about his neighborhood can be more accurately expressed during an interview, which allows more interpretive flexibility, than with a questionnaire. Accordingly, the development and administration of interviews requires more sophisticated training than that of questionnaires.

Observation by skilled observers is useful for surveys of actual use of public and semi-public areas, such as neighborhood open space, street spaces, recreational facilities, pedestrian areas, and shopping malls. An example of an observation survey of a neighborhood park, for instance, would include the following elements:

1. Description of physical characteristics of the site, including a sketch map of the area. Circulation paths, activity areas, landscaping and surrounding uses should be noted.
2. Observation of the site at various times of the day and/or evening, for intervals not less than 30 minutes in duration.
3. Record of users' age, sex, behavior, activities, movement patterns, frequency, location and duration of use, and inappropriate uses.
4. Record of behavior traces, that is, evidence of activities or behavior which is not apparent during observation periods. Litter, worn paths in lawns, and vandalized structures are examples of behavior traces.
5. Record of all management messages, which can be explicit (keep off the lawn, no dogs allowed signs), or implicit (fenced areas, thorny plants, uncomfortable benches). Note should be made of ambiguous messages (one foot high hedge around a lawn area, inconvenient placement of litter cans).
6. Based on observations, evaluation of the physical design of the space and its contribution to effective use or misuse of the park; evaluation of areas of effective management and mismanagement; evaluation of park users' needs and the degree to which they are satisfied. If park is underused, assessment of nonusers' needs and how those needs can be met.
7. Recommendations can be made for improvements in the physical design of the park and in park management.

The same techniques can be adapted for observation in other areas. In very heavily used or crowded areas, such as a busy downtown intersection or shopping area, surveys of overall activity patterns will often not be possible. Here techniques such as "tracking" and "stop-time" surveys are useful. "Tracking" is the practice of recording the activities and movements of a single user through a busy area. Repeated trackings can build up enough

information to be useful for evaluation. "Stop-time" surveys consist of recording the locations and activities of users in a busy space at a single moment, and is usually done with photographs. A series of photographs are taken of the same place at frequent intervals during heavy use periods.

Field surveys can be useful for assessing physical changes in the environment which reflect changes in user or resident attitudes. For instance, surveys within a neighborhood before and after a street tree planting program to assess changes in home maintenance and rehabilitation can provide indications of the extent to which street landscaping fulfills secondary and tertiary goals.

Data interpretation is a valuable technique for measuring long-term effects of certain actions. Behavior changes and indirectly, perception of the environment, are reflected in the following types of data:

- a. Shifts in property values as represented by assessments.
- b. Number of building permits issued for either new construction or remodeling.
- c. Turnover in occupancy of either residential units or commercial space.
- d. Changes in retail sales.
- e. Changes in traffic volumes.
- f. Increases or decreases in request for police protection.
- g. Formation of homeowner or other community interest groups.

The specific questions to be researched during the monitoring stage are determined by the statement of intent and the intent diagram which accompanies each recommendation. For example, the proposed system of micro-neighborhoods is identified as a potential means of: (a) increasing social diversity, (b) promoting positive community social interaction, (c) maintaining a sense of small-scale community, (d) improving personal safety, and (e) providing for protection of private property. Each of these intent statements provide explicit and testable hypotheses.

In most cases use of several monitoring techniques is required. For example, the direct effects of private outdoor space can be evaluated by surveying completed projects. Site surveys can determine if the screening required is sufficient and if the dimensions of the space are adequate as determined by residents' use of the space. Surveys can be supplemented with questionnaires or interviews with residents to document further how they use the space and how they feel about their dwellings. Other evaluations might be undertaken by comparing rent, maintenance conditions and transiency in one area with a similar housing area with lower private outdoor space requirements.

It is important that the monitoring process provide both a baseline against which to compare later findings and a control group or area for comparative purposes at the time of the monitoring exercise. An illustration of the type of problem to be encountered and the application of a monitoring program is provided in the following example. The recent survey of residents' preferences indicated that most residents prefer wide residential streets but they also object to heavy traffic. The question arises: what quality is valued and associated with wide streets by residents? Is it primarily the physical separation between facing units afforded by this street pattern that residents value, or do they attach an aesthetic value to wide, sparsely landscaped streets? More precise determination of the basis for the residents' response would be desirable before undertaking large scale street modification and landscaping programs. Since the residents may not be able to visualize the results of the intended action, it would be advisable to implement a localized pilot project and survey the residents' attitudes and use patterns following completion of the landscaping and reconstruction. As indicated earlier, the monitoring should extend over several years to effectively document changes, such as the level of property improvements made, stability of the neighborhood, shifts in socializing patterns and resident use of streets.

It is recommended that residents or businessmen affected by the program be involved in the planning and design steps from the start of the program; perhaps the most workable approach is a self-monitoring system in which the participants understand the original intent of the program and can thereby determine its effectiveness.

The location, size and presence of the University make Arcata ideally suited for such a monitoring effort. Due to the city's separation from other communities, locational decisions can be more readily identified and the factors responsible for the decisions isolated. The existence of

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small, easily defined neighborhoods should make easier the task of studying causal effects on a manageable scale. Finally, the presence of Humboldt State University provides opportunity for monitoring either as officially sponsored University research work or as a part of classroom teaching exercises. The social need analysis undertaken as a part of this program will provide an invaluable baseline for future monitoring. The city should actively seek funds to both implement recommendations on a trial basis and monitor their effectiveness.

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